

Scale AVIATION Modeller International

WITH
PULL OUT
SCALE PLANS

CAC Wirraway

by Richard J. Caruana

Potez 452
Re.2005 Sagittario
D.H. Vampire T.II
CMK Plastic Party 2003
Martin-Baker M.B.5

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news & reviews

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1014... Reviews

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1024... Accessories

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Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies see the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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CAC Wirraway

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Quick Look

Nord 1500 Griffon II

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Patrick Branly builds the Azur kit of the Potez 452 in 1/72nd scale

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Italian Archer

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editorial

More loft space required!

Recently I undertook a task that found me combining all of my indices for this magazine. From the outset I knew this would be a big task, as we are already nearly at the end of volume nine and in that time we have produced over 8,000 pages! The main thing this ongoing task has highlighted to me is the change in the proportion of releases of accessories/decals to kits. Now a few years ago the number of the former would far exceed the latter each month, but now we seem to be getting more and more new kit releases. This year has seen a real boom in the number of kits out there and the arrival of big players like Trumpeter has played a big part in this. The problem this generates is, as always, time because a model is not a couple of day's work, it can take months. The arrival of two huge aircraft in a big scale in one month has to mean that most of you are now 'collecting' more than building and I await the 'loft



space crisis' that will surely arise as a result! Long may the current level of new kits remain, but I have to wonder at the likelihood of this, as I can't see you all buying in these sorts of

quantities for a sustained period. I suspect that this will result in most of you being more selective about what you buy and build, which will make our job producing a magazine harder as well. I don't want to produce 'eye candy' in this magazine, I want each article to inspire and inform modellers. The trend for this type of magazine seems to be 'dumbing down' as the media like to call it, and it is not something that I would ever support. Our hobby is intensive and revolves around detail, so just having lots of pretty pictures is of little benefit to it as a whole. The problem will be that with the current number of new items being released and the stocks that must be pending in our contributor's work pile, how are we ever going to fit it all in 'just' 100 pages a month (and before you write in and ask, no, I am not doing this magazine fortnightly!)

Richard A. Franko

Group Editor, SAM Publications

Slow Boat!

We have noted that a number of foreign subscribers have experienced problems with the delivery of their copies of this magazine in the past months. We were unaware of this, as the production and distribution time schedule of the title has not changed, and no-one was contacting us directly to tell us about the problems. It seems as if mail into certain nations has slowed considerably over the past six months. Much of this is due to increased security within the postal service of each nation as a direct result of concern over terrorist activities, but we have also seen a general slowing in post worldwide. To ensure that we can keep abreast of this potential problem, we would ask that if any of you do not receive your copy within an acceptable timescale, that you get in touch with us. The magazine is produced and distributed into the newstrade during the last week of each month (at Christmas it is produced a week earlier), so most of you should see your copy soon afterwards e.g. UK = 2-3 days, World (Air Mail) = 5-7 days, World (Surface) = 2-3 weeks. In case of problems please contact. Email: mail@sampublications.com Tel: +44 (0)8707 333373 Fax: +44 (0)8707 333744

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news update

ACADEMY
HOBBY MODEL KITS



1/48th

Released in the UK during September was the N.A. P-51C Mustang 'Red Tails' (#2225/£5.99).

Classic Airframes

1/48th

Released in the UK during September was a special edition of the all-new tooling of the Meteor F Mk 8 from Hannants. This kit features two styles of canopies and both large and small intakes (#478H/£29.95).

FUJIMI

1/72nd

New and reissued items released by Fujimi in Japan during October will include the F7-U3M Cutlass 'VA-116 Road Runners' (#72150/¥2000), Grumman F-14 Tomcat 'Black Knight' (#72152/¥2500), F/A-18C Hornet 'Golden Dragons' (#72157/¥2200) and MiG-29 'Russian/North Korea Air Force' (#72155/¥2000).

This will be followed in November by the F/A-18C Hornet with deck crew set (#72153/¥2200) and Grumman F-14 Tomcat with deck crew set (#72154/¥2600).

December releases will include the McDD F/A-18A Hornet 'NASA' (#72156/¥2200), E-2C Hawkeye 'French/Israel Force' (#72148/¥2300) and A-6E Intruder 'Eagles A-6 Last Flight' (#72149/¥2000).

1/48th

Due for release in Japan in this scale during October is the T-2 '21st Flying Group 2003 Special Marking' (#32024/¥3200).

AMT



1/48th

AMT announced at the recent Chicago Toy Fair that they are planning to release a new kit of the F2H-4 Banshee in this scale during 2004 (pictured right).

KORA
models



A resin kit of the Heinkel He 4/Svenska Aero S-11A (#7266/£45.60) was released by Kora during September.

VALOM

1/72nd

Due for release from this manufacturer in October is the Polikarpov TIS, which will be followed by the Boeing XF8B in December.

**1/48th**

Released in Japan during September, and available in the UK by the time you read this, should be the 'transparent' version of the Me 262A-1a (#61091/¥3600).

Due for release in October is the 'Propeller Action' version of the P-47D Thunderbolt (#89619/¥5500).



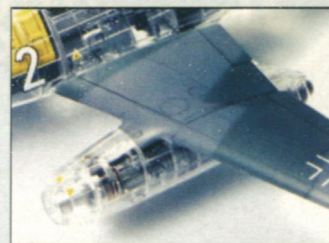
Also noted for reissue during October is the Mitsubishi Ki-46-III Type 100 Command Reconnaissance Plane (#61092/¥2600).

The 'Propeller Action' version of the P-47D Thunderbolt Bubbletop (#61510/¥4600) is scheduled for release during November.

We have also noted that Tamiya are about to release a new kit of the Pkw. K1 Kubelwagen Type 82 (#32501/¥1000). We will no doubt see this incorporated with their existing



Luftwaffe aircraft kits in a 'limited edition' series of releases!

**1/44th**

Released in Japan during September was the H6K5 Type 97 'Liner Model' (#MCT003/¥3500).

**1/32nd**

Released in the UK during mid-September were the Messerschmitt Bf 109G-2 (#24006/£69.95) and Messerschmitt Bf 109G-2 'Early Version' (#24007/£69.95).



Released in the UK during late September was the Vought-Chance F4U-1D Corsair (#02221/£39.95).

Due for release in the UK during October are the Vought-Chance F4U-4 Corsair (#02222/£39.95) and this will be followed in November by

the Curtiss P-40B Warhawk (#02228/£27.95) and MiG-3 (#2230/£25.95).

1/24th

Released in late September in the UK were the long-awaited Messerschmitt Bf 109G-2 (#02406/£) and Messerschmitt Bf 109G-6 [Early Version] (#02407/£).

These will be followed in October by the Bf 109G-6 [Late] (#02408/£69.95) and Bf 109G-10 (#02409/£69.95).

**1/72nd**

Due for worldwide release in October is the Gotha G.Va/G.Vb (#020/£18.95).

1/48th

Due for release in the UK by Roden in this scale during October will be the Gloster Gladiator Mk II (#401/£19.99), Sopwith 1.B1 'French Bomber' (#411/£17.50) and Fokker D.VII [Early] (#415/£17.50).

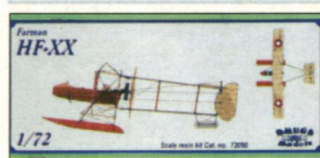
**1/200th**

Released in Japan during September was an all-new resin kit of the Lockheed L-1049 Super Constellation (#PB-7/¥4800).

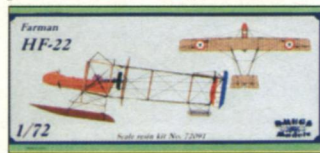
1/72nd

Released in Japan during September in this scale were resin kits of the air racers 'Dago Red' 1995 Reno (#KR-2/¥8800) and #10 'Critical Mass' (#KR-3/¥8800).

OMEGA Models

**1/72nd**

New resin kits released by this manufacturer in the UK during late September included the Farman HF-XX float plane [Russian version] (#72090/£23.99), Farman HF-22 float plane [French version]



(#72091/£24.60), Farman HF-23 floatplane [Swedish version] (#72092/£24.99) and the Gudkov Gu-82, which was a LaGG-3 with a radial Asch-82 engine (#72112/£25.25).

Stream

1/72nd

This is a new name to us, but this manufacturer released an injected kit of the Sukhoi Su-24M (£14.99) in late September. We are not aware of the origin of this kit, or if it is a new tooling?

**1/72nd**

Released in September was the Mil Mi-17 (#7253/£8.99).

LEGATO KITS

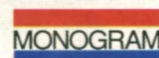
**1/72nd**

New resin kits from this manufacturer during September

included the Letov S-218 Komar 'Czech' (#02172/£19.55), Letov S-



218A 'Finland' (#02272/£19.55), Zlin Z-381 (#02672/£19.80), Zlin Z-122 (#04572/£18.70) and Yak-5 (#04672/£18.99).

**1/48th**

Due for release during November is the Boeing B-29 Superfortress (#5711/£43.50).

Celebrating a Century of Flight!

The Top 100 Poll

ALL THE VOTES ARE NOW IN...

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International will celebrate it with the top 100 types as voted in the poll. Richard J. Caruana has undertaken to produce colour side profiles in accordance with these votes and these will appear in the December 2003 edition.



I/200th

Released in the UK during mid-September were the Boeing 727-200 'American Airlines' (#10646/£11.99), Boeing 747-400 'ANA New Scheme' (#10702/£14.99) and Boeing 777-200 'ANA New Scheme' (#10704/£14.99).



Released in Japan during August were the DC-10-40 'JAL' [New Markings] (#10733) and the Boeing 767-300 'ANA' (#10706).



The only item listed for release in September in this scale is the L-1011 Tristar 'Demonstrator' (#10647).

Due for release in October is the Boeing 767-300 JAL 'New Marking' (#10705).



I/72nd

Items in stock in the UK during mid-September included the Mitsubishi F-2A/B (#00545/£11.99), B-25J Mitchell (#00546/£23.99), Lockheed F-104J/CF-104 & CF-104D Starfighters (#00632/£17.99), Nakajima Ki-84 Type 4 Fighter Hayate '47th Flight Regiment' (#00633/£9.99), Hellcat Mk II 'Fleet Air Arm' (#00634/£9.99), Nakajima B5N2 Type 97 Kate Model 3 'Midway' (#00635/£9.99), F-15J Eagle 'Aggressor' (#00636/£17.99), F-4B/N Phantom II 'MiG Eater'



(#00640/£17.99), Tornados F Mk 3 'Regia Aeronautica' (#00641/£16.99), AV-8B Harrier II Plus 'Italian Navy' (#00642/£9.99), F-8E Crusader 'Sundowners' (#00643/£9.99) and Shinmeiwa PS-1 flying boat (#K008/£16.99).



Released in Japan in August in this scale were the Chance-Vought Corsair Mk I 'Fleet Air Arm' (#00646), Mitsubishi F-1 'Air Combat Meet 1995' (#00647), Hawker Hurricane Mk IIC 'S.E.A.C.' (#00648), Curtiss P-40N Warhawk 'CBI Campaign' (#00649) and the

long-awaited, all-new kit of the N.A. B-25J Mitchell (#E16/¥3200).



September releases will be the McDD F-4F Phantom II 'JG74 20th Anniversary' (#00651/¥2600), V.S. Spitfire Mk VIII 'No.145 Squadron' (#00652), Grumman F6F-5 Hellcat 'VF-17 Jolly Rogers' (#00653),



B-17F 'Luftwaffe Erprobungskommando' (#00654/¥2400), Martin SP-5B Marlin 'VP-48 Boomrangers' (#00655/¥2800), D.H. Mosquito FB Mk VI 'Royal Australian Air Force' (#00656/¥2200), McDD RF-4B Phantom II 'VMFP-3' (#00657/¥2400) and US-2 Tracker 'Bicentennial' (#00658/¥2800).



October releases in this scale will include the N.A. B-25H Mitchell (#E17), Focke-Wulf Fw 190D-9 'Yellow Tail' (#00659/¥1400), N.A. F-51D Mustang 'Korean War' (#00661/¥1400), McDD AV-8B Harrier II 'VMFA-231 Ace of Spades' (#00664/¥1400) and Macchi C.202 Folgore 'Italian Co-Belligerent Air Force' (#00662).



November releases in this scale will comprise the McDD F/A-18F Super Hornet (#E18), Grumman F6F-5N Night Hellcat 'VMF(N)-541' (#00665/¥1500), Mitsubishi A6M2b Type 21 'All Green' (#00666/¥1400), Kawasaki Ki-45Kai Koh Toryu 'Night Fighter' (#00667/¥2400) and S-3B Viking 'Navy-1' (#00668/¥2200).

Due for release during December will be the Nakajima Ki-43-II Hayabusa '248th Flight Regiment' (#00669/¥1400), F-104J Starfighter '203rd Squadron' (#00670/¥1800),



P-47D Razorback '47th Fighter Squadron' (#00671/¥1400),



Messerschmitt Bf 109E-3 'Swiss Air Force' (#00672/¥1400), TBM-3E 'Night Avenger' (#00673/¥2000) and McDD F/A-18C Hornet 'Stars & Stripes' (#00674/¥1600).

I/48th

New items available in the UK during mid-September included the CF-104 Starfighters (#09490/£17.99), Nakajima Ki-43 II Hayabusa 'Flight Training Regiment' (#09491/£15.99), F-15C Eagle '58th Fighter Squadron' (#09492/£32.99), Hurricane Mk I 'Night Fighter' (#09494/£16.99), Mitsubishi A6M3 Zero Type 22 Koh '261st Flying Group' (#09495/£15.99), A-4L Skyhawk (#09496/£17.99), Messerschmitt Bf 109G-6 'Rumanian Air Force'



(#09497/£15.99) and Mitsubishi F-2A (#PT027/£17.99).



New items released in Japan during August included the N.A. F-86F-30 Sabre 'J.A.S.D.F.' (#09500), Chance-Vought F4U-5N Corsair 'Soccer War' (#09501), N.A. P-51D/K Mustang 'Pacific Aces' (#09503), Macchi C.202 Folgore 'Italian Co-Belligerent Air Force' (#09504) and Grumman F-14B Tomcat 'Jolly Rogers VF-103' (#09502).



September releases will be the McDD F/A-18B Hornet 'Test Pilot School' (#09507), Lockheed F-104G Starfighter 'Mount Olympus' (#09505/¥2600), V.S. Spitfire Mk IX 'Israeli Defence Force' (#09506), Nakajima Ki-43-II Hayabusa '248th



Flight Regiment' (#09508) and McDD F-4J Phantom II 'Liberty Bell' (#09509/¥3400).

October releases in this scale will include the F-8E(FN) Crusader 'French Navy' (#09514/¥3200),



Hawker Hurricane Mk IIB 'Eagle Squadron' (#09510/¥2400), Messerschmitt Bf 109G-10 'Nacht Jager' (#09511/¥2600), Nakajima Ki-27 Type 97 Fighter (Nate) 'Manchoukuo Air Corps' (#09512/¥2200) and McDD A-4C Skyhawk 'VA-76 Spirits' (#09513/¥2600).

November releases in this scale will include the Nakajima C6N1 Saiun Prototype (#09515/¥3800), Grumman F-14A Tomcat 'Black Knights History'



(#09516/¥4800), Mitsubishi A6M5 Type 52 'Saipan Island' (#09517/¥2400), N.A. RF-86F-30 Sabre 'USAF' (#09518/¥3800), Republic P-47D Thunderbolt '61st Fighter Squadron' (#09519/¥2400), McDD F/A-18C Hornet 'Stars & Stripes' (#09520/¥5800), F-8J Crusader (#PT26) and Mitsubishi F-2B (#PT29).



Items listed for release in December will include the Messerschmitt Bf 109F-6/U 'Galland Special' (#09521/¥2600), A-4E/H Skyhawk 'IDF' (#09522/¥2600), P-38H Lightning '475th Fighter Group' (#09523/¥3600), A-7E Corsair II 'USS Coral Sea' (#09524/¥3400), Nakajima B5N1 Type 97 Model 1 '14th Flying Group' (#09525/¥2600), McDD AV-8B Harrier II Plus (#PT28) and McDD RF-4B Phantom II 'USMC' (#PT31).



I/32nd

Due for release in September is the N.A. P-51D Mustang 'Checkertail Clan' (#08141).

Only one item is listed in this scale for release in October and it is the Messerschmitt Bf 109G-6 'Eyeball' (#08142/¥4200).



Listed for release in November are the Messerschmitt Bf 109K-4 (#ST20) and the Focke-Wulf Fw 190D-9 'Rudel' (#08143/¥4200).



The only item due for release in December in this scale is the Grumman F6F-5 Hellcat '10,000th Hellcat' (#08144/¥3400).

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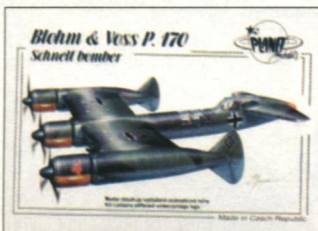
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1/72nd

New resin kits in this scale from Planet recently included the Messerschmitt Me T Leitwerk II



T-Leitwerk (#11072/£23.90) and Blohm und Voss P 170 Schnell Bomber (#11572/£41.30).



1/32nd

Available at last during September was the all-new resin kit of the Bucker Bü 131B Jungmann (#08732/£39.80).



1/48th

Due for release during October is the Focke-Wulf Ta 152H-1 (#5501/¥3400).



1/144th

Still not released to date, and listed as due by September is the all-new tooling of the Canadair Challenger CL604 (#04207/#6.99) in this scale.

1/72nd

Due for release during the final quarter of 2003 is the Fokker Dr.I (#04116/£3.49) which is an all-new tooling. Also due is the Eurofighter Typhoon two-seater (#04338/£12.99) and the Junkers Ju 290A-5 (#04340/£19.99), both of which are all-new toolings



1/48th

Released in the UK during mid-September was the Messerschmitt Bf 110G-2 (#04530/£12.99), which is of course based on the Monogram tooling.



1/39th

Released in September in this scale was the ex-Monogram kit of the Wright Flyer (#04576/£7.99) in a celebratory 'First Powered Flight' box.

1/32nd



Noted on the Revell website but not in their catalogue is a special 'ADAC

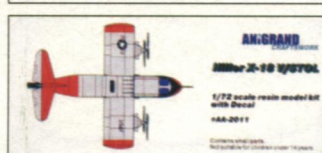
Helicopter Set'. It (#04441) will contain kits of the Bö 105, BK 117 and EC 135 all in ADAC markings and should be available by the time you read this.



1/48th

Due for release during November are the McDD AV-8B Harrier with 'Iraqi Freedom' historical book (#6878/\$28.20),

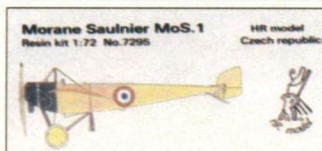
Due for release during January 2004 is the A-10 Warthog (#5521/\$19.20) and this will be followed in March by the all-new tooling of the McDD F/A-18E Super Hornet (#5519).



1/72nd

New resin kits released in this range during September were the Hiller VZ-1 Pawnee flying platform (#7210/£15.99) and the Hiller X-18 VTOL cargo transport (#7211/£47.99).

HR model



1/72nd

Resin kits of the Morane Saulnier MoS.1 (#7295/£15.85), Morane Saulnier MoS.3 (#7296/£15.85) and Avro 504N [early version] RFC (#7297/£15.85) were released by HR in the UK during September.

correction



Gloster Gauntlet

UK reader Neil Gaunt has sent us an email in relation to the above article by Richard J. Caruana that was featured in the September 2003 (Vol.9 Iss.9) edition.

Dear Richard,

I enjoyed your feature on the Gauntlet in the latest magazine and may be able to add a little on the Rhodesian Gauntlets. I researched them while living in Rhodesia, and my records show three Gauntlet IIs as having served with the SRAF. Serial correlation is:

150 = K5277

152 = K5347

152 = K7825

I never found a photograph of them, but if they carried the same markings as other types they would have been aluminium dope overall, standard RAF roundels and the SRAF serial on the rear fuselage.

Regards
Neil Gaunt

correction

Gloster Gauntlet

Danish reader Per Buus has sent us an email in relation to the article by Richard J. Caruana that was featured in the September 2003 (Vol.9 Iss.9) edition.

Dear Sir

While browsing through the latest issue of Scale Aviation Modeller International I read with interest the feature on the Gloster Gauntlet and particularly about the Danish Gauntlets.

I did notice two errors regarding these.

- In one of the illustrations and in the main text the German attack on Værlose is described as having taken place on 4th September 1940, while in fact it took place on 9th April 1940. This error was probably made due to the fact that in Denmark we write a date as day/month/year.

- The other error describes the Gauntlets as being delivered to the Royal Danish Air Force when in fact they were delivered to Hærens Flyvetropper (The Army's Flying Troops). The Royal Danish Air Force wasn't established until 1950.

Other than that I enjoyed the feature as I usually do with Scale Aviation Modeller International - keep up the good work.

Best regards
Per Buus



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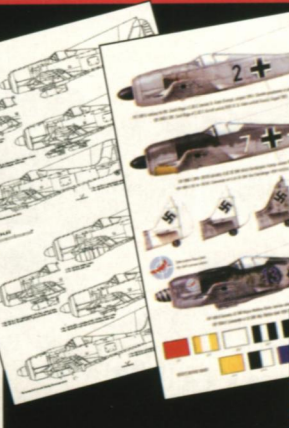
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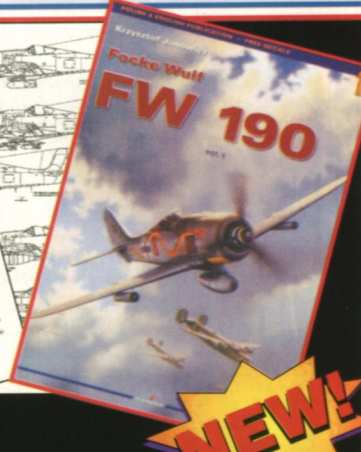
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previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



De Havilland Hornet F Mk I

Scale: 1/72nd
Kit No: SH72046
Price: £13.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



Polikarpov R-Z

Scale: 1/72nd Kit No: SH7065
Price: £11.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 4
Manufacturer: Special Hobby
UK Importer: Hannants



Douglas DB 8A-3N

Scale: 1/72nd Kit No: 72525
Price: £11.60 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic
Decal Options: 3
Manufacturer: MPM
UK Importer: Hannants



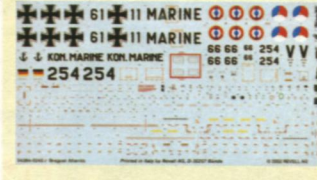
Heinkel He 59B/D 'Finland'

Scale: 1/72nd Kit No: SH7067
Price: £25.99 Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



Dassault-Breguet Atlantic 1

Scale: 1/72nd
Kit No: 04384
Price: £19.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



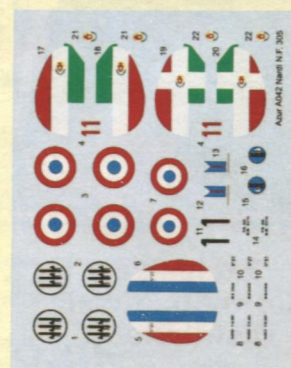
Vultee V-1A

Scale: 1/72nd Kit No: A038
Price: £11.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 2
Manufacturer: Azur
UK Importer: Hannants



Nardi F.N.305

Scale: 1/72nd
Kit No: A042
Price: £9.30
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 3
Manufacturer: Azur
UK Importer: Hannants



MAQUETTE

1:72
MQ-7241



Vickers VC-1 VIKING Виккерс Викинг

Vickers VC-1 Viking

Scale: 1/72nd
Kit No: MQ-7241
Price: £19.99
Origin: Frog (UK)
Panel Lines: Recessed ✓
Status: Updated Tooling ✓

Type: Injection Moulded Plastic
Decal Options: 2 (RAF & BEA)
Manufacturer: Maquette
UK Importer: Pocketbond Ltd
NOTE: This kit features the Frog wings etc but a 'new' injected fuselage.



Focke-wulf Fw 56 Stösser

Scale: 1/48th
Kit No: 48-011
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic & Etched Brass
Decal Options: 4 (Bulgarian, Spanish, Hungarian & German)
Manufacturer: Historic Plastic Models
UK Importer: Hannants

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AIRMO 72006



RUMPLER C.I

German WW I aircraft

Resin model kit with 2 variant decals and photoetched brass elements

Rumpler C.I

Scale: 1/72nd
Kit No: AIRMO 72006
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Decal Options: 2
Manufacturer: AIRMO (Jadar-Model)
UK Importer: Check Aeroclub for price and availability

1:24 Scale Messerschmitt Bf109 G-2



Messerschmitt Bf 109G-2

Scale: 1/24th
Kit No: 02406
Price: £69.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic, Photo-etched Metal, Rubber & Acetate film
Decal Options: 2 (Note: these have been produced by AeroMaster)
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd
NOTE: This kit features two (complete) separate fuselage sprues, one in grey plastic and the other in clear.



Miles Martinet TT.I



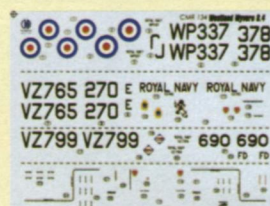
Miles Martinet TT Mk I

Scale: 1/72nd
Kit No: 72045
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: Pavla
UK Importer: Hannants



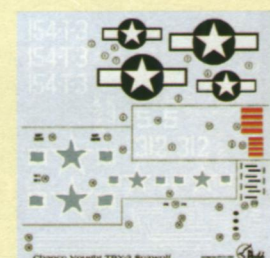
Westland Wyvern S.4

Scale: 1/72nd
Kit No: 134
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 3
Manufacturer: Czech Master Resin
UK Importer: Hannants



Chance-Vought TBV-2 Sea Wolf

Scale: 1/72nd
Kit No: 72038
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 3
Manufacturer: Octopus (Pavla)
UK Importer: Hannants



Hawker Typhoon Mk. IB (car door)

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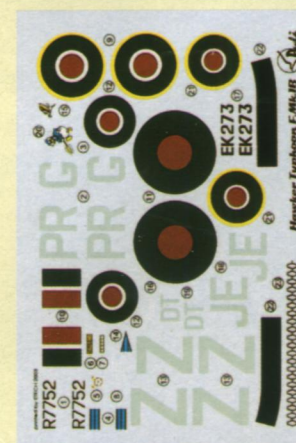
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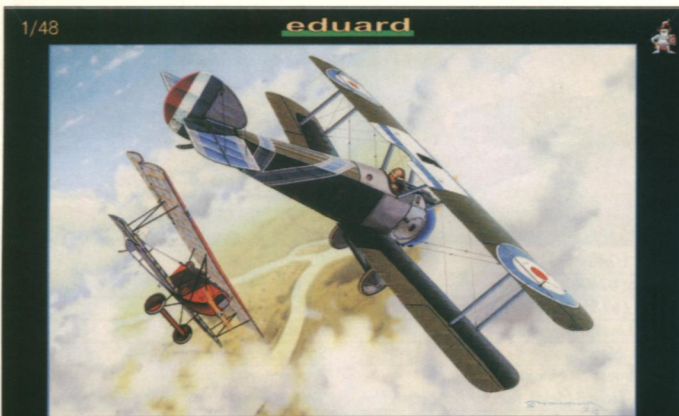
Made in Czech Republic



Hawker Typhoon Mk Ib (Car Door)

Scale: 1/72nd
Kit No: 72044
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 3
Manufacturer: Pavla
UK Importer: Hannants





Sopwith F.1 Camel RNAS

Sopwith F.1 Camel 'RNAS'

Scale: 1/48th
Kit No: 8055
Price: £16.40
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Nickel-plated Brass
Also Includes: Die-cut, Self-adhesive Paint Masks
Decal Options: 3 (Nos 3, 9 & 10 Squadrons, RNAS)
Manufacturer: Eduard M.A.
Available in UK via: Hannants & LSA Models



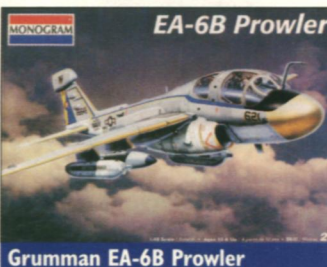
Sea Fury Racer 'Critical Mass'

Scale: 1/72nd
Kit No: Race 018
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, White-Metal & Vac-formed Clear Plastic
Decal Options: 2 (1996/7 & 1999/2000 Reno Air Races)
Manufacturer: High Planes Models
UK Importer: Hannants



P-51R Racer 'Miss Ashley II'

Scale: 1/72nd
Kit No: Race 72005
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal & Vac-formed Clear Plastic
Decal Options: 2 (1988/9 & 1997/8/9 Reno Air Races)
Manufacturer: High Planes Models
UK Importer: Hannants



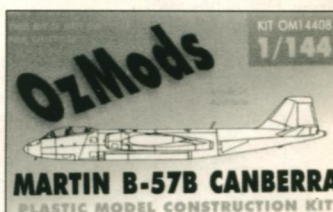
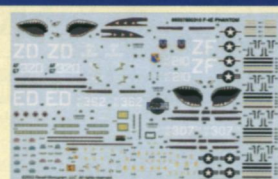
Grumman EA-6B Prowler

Scale: 1/48th
Kit No: 85-5611
Price: £TBA
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Decals Options: 1
Manufacturer: Revell-Monogram LLC
Note: Both clear and green-tinted canopy sprues are included in this kit.
This item may not be readily available outside of the USA.



McDoll F-4E Phantom

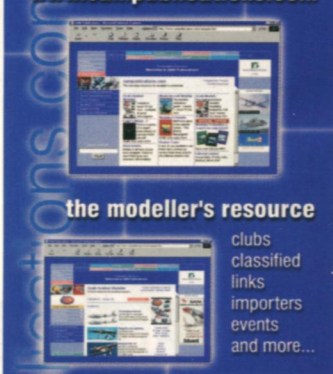
Scale: 1/48th
Kit No: 85-5978
Price: £TBA
Origin: Hasegawa (Japan)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Decals Options: 5
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.



Martin B-57B Canberra

Scale: 1/144th
Kit No: OM14408
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 2 (USAF & Pakistan AF)
Manufacturer: OzMod
UK Importer: Hannants

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Scale: 1/48th
Kit No: 478H
Price: £29.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic & Resin
Decal Options: 3 (Nos. 501 & 609 Squadron, RAF & Israeli Defence Force)
Manufacturer: Classic Airframes
UK Importer: Hannants



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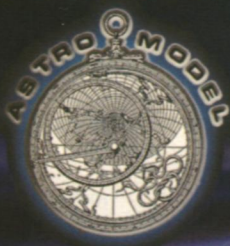
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Piasecki HUP-2 Receiver

Technical Data

Scale: 1/72nd
Kit No: 72-M07
Price: £5.50
Origin: Siga (Ukraine)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 28 (Grey), Clear 5
Decal Options: 3
Manufacturer: Siga Models
Obtain in UK via: Hannants



The Kit

This is a rebossed, reissue of the Piasecki HUP Retriever previously released by Interavia, but with decals for US Navy machines from the late 1950s, early 60s. Like its predecessor, this version is moulded on two main sprues and one clear one. The grey-moulded parts have good, clean surface detail and are reasonably cleanly moulded with no 'sink' marks, but there is a slight mould line around some of them. The clear parts, whilst not the most transparent you'll ever see, are adequate, but carry a lot of flash around the edges.

Instructions

The instructions are provided on a single double-sided sheet with a brief introduction to the type and the painting and decaling options on one side and the four stage exploded-

view assembly guide on the other. These simple, but adequate, drawings include painting references to various individual parts throughout construction and, where appropriate, the official titles of the colours.

Construction

All parts are substantially attached to their sprues, needing a sharp razor-saw to remove them, and joining edges need to be rubbed down before they can be cemented together. The first main task is to reshape and reduce the size of the rear cabin bulkhead to enable the two fuselage halves to come together.

The main cabin door, moulded as one clear part, also needs considerable adjustment before it will fit, a combination of filing down the door and enlarging the hole being the best solution. The cabin windows also require filing down until they fit but there's no real scope for enlarging the apertures to meet the windows half way! The sparse interior consists of two pilots' seats, an instrument panel and two very over-sized cyclic stick controls. There is no separate cabin floor, so all the cockpit parts sit lower than they should and the seats 'lean' in towards the centre due to the shape of the lower fuselage. For greater accuracy a scratch-built floor and controls are required or you'll have to raid the spares box.

One of the most prominent features of the 'HUP' is the fully glazed nose. However, the canopy provided wasn't the same size and a slightly different shape from the hole it's meant to fit into. The solution

was to file both the canopy and the fuselage edges until a reasonable fit could be achieved and the canopy glued in place. Then a combination of Kristal Klear and filler was used to disguise the few small remaining gaps.

There are no locating points on the fuselage for the lower undercarriage struts, and positioning them is a case of trial and error to get the right angles and meet with the upper strut. Good references are essential as, if you get it wrong, it will spoil the final look.

The rotor head is adequate but not particularly well detailed. There are grooves set in the underside of the head to help position the blades, but the blade roots are too thick to fit in them. In the end, it was easier to glue the ends of the rotor arms to the side of the hubs with 'precision poly' and then add a dab of superglue for extra strength when dry.

Accuracy

The kit captures the look of this machine quite well, but only if you get the undercarriage right. The dimensions are good too, with the rotor diameter of 10.67m on the full-size machine scaling down accurately to 14.8cm, as does the 9.7m fuselage down to 13.4cm. The kit height of 5.8cm to the top of the rotor mast appears to be a little tall, by about 2mm, compared to 4.01m on the real thing. All dimensions were taken from the 'World Encyclopedia of Civil and Military Helicopters'.

Colour Options

All three colour schemes illustrated

are for US Navy machines, two in Engine Grey and fluorescent orange and one in all over Light Gull Grey. These descriptions should be adequate as no FS numbers are provided.

Decals

The decal sheet is superbly printed, covering all the titles, insignia and stencilling for all of the colour options. The printing is very crisp and fine, with sharp edges and you can even read the wording on the warning labels. The decal film is very thin and each item has to be carefully moved from backing sheet to model to avoid the edge of the decal folding under. Because the decals are so thin, they lack a little depth of colour, especially the white ones on a dark background, but that was more than compensated by the way they adhere to a gloss-painted surface and virtually disappear against the paintwork.

Decal Rating = 10/10.

Conclusion/Recommendation

Construction is fairly simple, the decals are excellent and, when finished, it looks a nice little model. It's not a beginners kit because of the amount of clean-up required on some parts before use, and some scratch-building of a reasonable cockpit would improve the overall 'look' still further, and there is plenty of scope for additional detailing. I recommend this kit.

Fred Tooke



Technical Data

Scale: 1/72nd
Kit No: 0871
Price: £3.99
Origin: Heller (France)
Panel Lines: Raised ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 37 (Grey), Clear 4
Decal Options: 1 (No.310 Sqn, RAF)
Manufacturer: SMER
UK Importer: Pocketbond Ltd



was therefore left with one decal option to play with and elected to accept Smer's assertion that this particular aircraft had both standard and clipped wings in its lifetime. The kit offers the option of either wing but I went for the clipped ones simply because the parts fitted better.

Accuracy

Dimensionally the kits are actually spot on with the exception of the clipped span of the Mk Vc. I scaled this up to be around 20 cm short. Even before measuring I thought the wing looked wrong but at the time wondered if this was down to the chord being too deep. Actually it is fractionally, which serves to exacerbate the span error and makes the wing look too square. The VI span is accurate so the extended tips must overcome the dimensional errors in the basic wing parts. Unfortunately the problems don't end there. There is no dihedral present, and both kits lack the gull wing shape on the undersurfaces. The dihedral could be sorted with a little sanding of the roots but I wouldn't attempt correction of the missing gull wing. Finally the raised panels do not correspond to the real thing. If the panels were engraved they could be corrected fairly easily but less so with the heavy raised detail in these kits.

I have already mentioned the overall poor quality of the detail parts; these really ought to be replaced from

scratch or the wheels for example replaced with more accurate resin items.

Colour options

The options for the Mk Vc are;

- An RAAF machine coded ZP-X in Foliage Green, Earth Brown and Sky Grey with Vokes filter.
- An overall aluminium/white tail RAAF machine coded UP-?, again with the tropical filter.
- An RAF No.312 Sqn machine in standard post May 1942 day fighter camouflage. Different serials are given to model the aircraft in standard or clipped wing states.

For the Mk VI we have;

- A No.310 Sqn aircraft coded NN-F
- A No.124 Sqn aircraft coded ON-H; both in Green, Ocean Grey, with Medium Sea Grey undersides.

I used a combination of Humbrol and Tamiya paints to finish both review models. There should be no difficulty with the RAF schemes but beware of the RAAF colours which are less straightforward to match.

Decals

The decals are almost the saving grace with these kits. They are in perfect register, opaque and settle onto the models without any help from setting solutions. I found them remarkably easy to use and they looked great under a coat of matt varnish which

eliminated any sign of carrier film. They include stencils although I did not use all of them on the review models.

Decal Rating = 10/10.

Conclusion/Recommendation

These kits are very much a mixed bag. On the one hand they represent marks of this famous fighter which are not usually kitted. Their value is raised by the lack, in my catalogues at least, of available accessories for either the extended Mk VI wing tips or the C wing to allow the conversion of a more accurate and modern base kit. For me though, the basic product is now so outdated as to outweigh this advantage. Like many modellers I'm a great Spitfire fan but would not seriously consider these for my collection, even with their rarity value. If you desperately need either mark to fill your Spitfire ranks then you might want to put the extra work in to overcome the significant shortcomings. I'd prefer to live without them even if that means waiting for a better alternative whether that be a kit or a conversion for the Tamiya or Revell Mk Vb.

My thanks to SMER for the review samples.

Stephen Hewitt

The Kit(s)

These are both based on the now elderly Heller moulds. Smer's packaging consists of end-opening boxes containing two sprues of medium grey plastic and a small clear sprue. Decals are with the instructions, loose in the box. The parts carry heavy raised detail overall and overdone fabric effects on some of the control surfaces. The smaller plastic parts including the undercarriage are of poor quality and accuracy by today's standards. The lowlights are the shirt button wheels, square gripped control column, wildly protruding exhaust stacks, and a peculiar lump of plastic looking like a cross between a radio and a car battery for the rear cockpit. The kits share the fuselage and detail parts but of course differ where the wings are concerned.

Instructions

The instruction leaflets contain a multi-lingual history of the type, two pages of assembly stages, and colour/decals diagrams for the three Mk Vc and two Mk VI options. A separate stencil placement diagram is given in both kits. The colour charts use Humbrol references for all the main and detail colours.

Construction

The kit needs quite a bit of work to get a reasonable fit. I admit that my initial impressions of the overall quality of the kits meant that I did not feel it worthwhile to put a lot of effort into correcting and improving the cockpit, and simply sealed this into the fuselage with a coat of Interior Green and a few touches of black here and there. I ended up with gaps under the wing and lower cowlings, as well as poor fit of the horizontal stabilisers, all requiring filler. I used Milliput which can be formed and wiped off with water rather than excessive sanding which would of course affect the raised panel lines. The Mk Vc kit offers the Vokes filter housing for two of the options, but as this was such a poor fit I did not attempt to use it. I

Technical Data	
Scale:	1/72nd
Kit No:	0871
Price:	£3.99
Origin:	Heller (France)
Panel Lines:	Raised ✓
Status:	Reissue ✓
Type:	Injection Moulded Plastic
Components:	Plastic 41 (Grey), Clear 4
Decal Options:	3(No.79 & 457 Sqn, RAAF & No.312 Sqn, RAF)
Manufacturer:	SMER
UK Importer:	Pocketbond Ltd



intech

PZL-Swidnik Mi-2T, URN & URP-G

Technical Data

Scale: 1/72nd
 Kit No: T43, T54 & T58
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: Revised Tooling ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 88 (Grey), Clear 7
 Decal Options: 2
 Manufacturer: Intech
 Obtain in UK via: The Turntable

PZL Mi-2 URN "Hoplite"



intech 1:72



intech 1:72



intech 1:72

The Kit

Intech is the third manufacturer to produce kits of the Mi-2 in this scale, but these are marketed as the Polish license-built PZL (Swidnik) versions. All three kits are cleanly moulded in light grey plastic on two sprues which contain all the parts for all the versions, including all the equipment and weapons. The transparent parts come on a single clear sprue, are well formed and are suitably transparent. The detail is a mixture of finely engraved panel lines as well as some raised detail.

Instructions

The instructions each consist of a single A4 sheet of exploded-view drawings covering both sides. The diagrams are well drawn and clearly show where all the numbered parts go. The first seven construction stages are identical for the three kits, the later stages dealing with the equipment options, and the final one shows the colour and decal options in one underside and two side-view drawings. Almost all the colours listed have their equivalent 'FS' or German 'RAL' numbers given.

Construction

Most of the clear windows, including the windscreen, are a very good fit into their openings, the only ones needing any adjustment are those on either side of the nose. The compound curves are the right shape, but very fiddly to position

correctly.

The interior is basic (but adequate), consisting of the floor, instrument panel, seats and cyclic sticks. It is not immediately obvious which way round the instrument panel is supposed to go and, even when you have worked it out, it is too big to fit far enough into the nose without interfering with the pilot seat position. Rubbing down the base of the panel helped and also adjusting the width of the floor to make it sit lower in the fuselage.

With the windows and interior in place the two fuselage halves can be brought together. The match of the halves is excellent and only a small amount of filling and filing is needed to disguise the join. The tail boom halves are also a good match to each other and to the end of the fuselage when joined on. There are a lot of small detail parts, such as foot-steps, hand rails, pitot tubes, etc., most of which are very well moulded and are a good fit, though one or two seem a little over-sized and slightly awkward to fit.

The rotor head is sufficiently detailed, but there is always room for the 'enthusiast' to add more if desired, and the blades themselves are nicely engraved. I added around 3 1/2 grams of weight to the front end (above the pilot seats, behind the engine intakes) to prevent the whole thing tail sitting.

Depending on which version you are building, the optional parts include additional cabin bench seats for the 'T' version, and a choice of

external fuel tanks, rocket pods, guided missiles and a machine gun for the armed variants.

Accuracy

Each kit captures the look of the real machine very well and all the scale dimensions were good too. The kit rotor diameter of 20cm is only 2mm short compared to 14.56m on the real aircraft, as is the height when scaled down from 3.75m to 5cm, while the fuselage length of 16cm is 5mm short against 11.94m on the real thing. All dimensions are taken from 'The Encyclopedia of Civil and Military Helicopters'.

Colour Options

The Mi-2T kit includes three colour options: Luftwaffe Search and Rescue, Libyan Air Force and Polish Air Force (the latter in a non-camouflage brightly coloured scheme). The 'URN' version has two camouflage schemes, one each for the Polish and Lithuanian Air Forces, and the 'URP-G' machine includes markings for just one camouflaged Polish Air Force aircraft.

Decals

The small decal sheets contains all the titles, insignia, instrument panels and some stencilling for each of the versions offered in each box. The registration and clarity of printing are good, but the depth of colour is a little lacking, although this is only really noticeable where the white sits across a variation in the camouflage colours behind. The carrier film is a

matt finish and is very thin, so a great deal of care is required when moving the decal subjects from the paper to the kit after a short soak. One of the large tail codes semi-disintegrated on the 'URN' version during this operation - you have been warned! They did adhere well to a gloss painted surface with the surplus carrier becoming invisible, except where it went across an engraved panel line. Decal Rating = 7/10.

Conclusion/Recommendation

These are the best kits of the Mil Mi-2 'Hoplite' (Russian or Polish versions) to be produced in this scale to date. The level of detail is good and is well defined, the overall fit of parts is very good, and the problems with the interior are only minor. The basic kit is well within the capabilities of almost any modeller, but there is also the option to buy them with an additional 'InPack' etched detail set, either with the kit or separately. The set provides a lot of interior detail and can turn a good model into an exceptional one! I highly recommend these kits.

More detail is available in kits which, at a little extra cost, include a set of etched brass parts and a cabin roof, are also now available separately.

My thanks to Intech for the review samples.

Fred Tooke





Bell UH-1F Huey

Technical Data

Scale: 1/72nd Kit No: 1229
Price: £2.99 Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 47 (Grey), Clear 8
Decal Options: 3
Manufacturer: Italeri S.p.A
UK Importer: The Hobby Company Limited



The Kit

This kit comes in Italeri's usual end-opening box with a painting on the top, two colour profiles on the bottom and a selection of photographs of a finished model around the sides.

The parts are moulded in light grey plastic with both engraved and raised panel lines and details. The small clear sprue is not separately bagged, nor is the decal sheet, so both are prone to damage.

Instructions

The fold-out instruction sheet contains a brief type history, six assembly diagrams and colour and decal placement diagrams for the three options offered on the decal sheet. F.S. and Model Master paint references are given throughout.

Assembly

Assembly starts with the cockpit and cabin areas and care must be taken with the assembly and painting, as there are quite a lot of windows here so the interior will be very visible. As I was going to paint this model by hand I painted round all of the window frames before I installed the windows to make painting easier and then masked off the windows with Humbrol Maskol. The roof windows were painted on the inside with Humbrol Clear Green to get the correct tinted effect.

I found it easier to build two separate fuselage halves and join these together rather than try, as the instructions suggest, to join a completed tail boom to a completed front section as I think that the joints are easier to deal with using this method. After leaving the two halves to dry for a day or two I joined them together trapping the interior in place

and then added the roof which all went together very well, with only a little filler needed here and there. Leave off the main rotor assembly and just add the engine sub assembly at this point as the model is much easier to handle, paint and decal without this in place, and it is easy to install at the end. I also left off the main cabin doors and tail rotor as well for the same reason, a good job too as I found I needed to put some weight in the cabin to keep the nose down once the landing skids were attached. The rest of the assembly was completed quite easily and before too long the model was finished. I chose the overall grey colour scheme with the blue and yellow stripes using medium sea grey for the overall colour whilst the details were finished using other colours cross referenced to easily available Humbrol paints. A coat of Johnsons Klear was applied as a gloss coat for the decals, which was sealed in with an airbrushed coat of Lifecolor matt varnish.

Colour Options

Three options are given as follows;

- 20th Special Operation Squadron, Vietnam 1966 in Vietnam camouflage
- 37th A.R.R.S., Elsworth 1979 in overall light grey
- 58th O.M.S./Base Flight, Luke A.F.B., 1979 also in Vietnam camouflage.

Accuracy

My references give conflicting information about length and rotor diameter so I would rather not quote from them, however the finished model captures the look of this classic helicopter very well indeed.

Decals

The small decal sheet is well-printed and generally easy to use. The only problem I had was with the main door yellow window surrounds, as they came in two parts and were very fragile, and needed very gentle handling to get them to fit properly around the windows.

Decal Rating = 8/10.

Conclusion/Recommendation

This kit builds up into a lovely little model of this widely used helicopter. It should appeal to all modellers, not just those interested in helicopters, and as such can be highly recommended.

My thanks to The Hobby Company Ltd. for the review sample.

Michael Cook



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Handley Page Victor K2

04326

1:72 Scale/Span 50.7cm/Length 48.9cm

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P-38 J Lightning

04701

1:32 Scale/Span 48.9cm/Length 35.8cm

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Technical Data

Scale: 1/72nd
 Kit No: SH 72037
 Price: £7BA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
 Components: Plastic 39 (Light Grey), Resin 12, Clear 2
 Decal Options: 2
 Manufacturer: Special Hobby
 UK Importer: Hannants

The Kit

The kit comes in Special Hobby's usual end-opening box and contains two sprues of medium grey plastic, a small bag of resin parts and a pair of vac formed canopies. Decals are provided in a separate sealed bag. The plastic parts are finely engraved although on my sample these were a little inconsistent and needed refinement with the scribe. The smaller plastic parts including the undercarriage are a little heavy and some had a small amount of flash which required clean up. The tailplanes also suffered from a lumpy moulding flaw which required attention. The resin parts include seat, control column, exhausts, and choice of carburettor intakes.

Instructions

The eight-page instruction leaflet contains a multi-lingual history of the type, main assembly in eight stages, and two pages of colour details for the two options included in the kit. The colour chart gives Humbrol colour references for the detail painting and a Humbrol mix for the PRU Pink of both decal options.

Construction

As usual with Special Hobby kits there are no locating pins to aid construction but this did not hinder progress in any way. The cockpit is fairly sparse, with rather bare sidewalls and no floor frame detail. Even in this scale I think some further work would be beneficial especially with the clear vac-form canopies providing a good view into the office. The seat does not have any belt detail but there are plenty of sources for these if desired.

The airframe went together well. The wing/fuselage joint needed some trimming back at the rear, and a tiny spot of filler to completely make the joint. No other remedial work was required. The canopy fit was a bit of a trial and in the end I suppose I could have done better had I taken a bit more time on the job. The windscreen is actually a touch too wide for the fuselage and would need a bit more effort than I put in to make it perfect.

The location points for many of

the detail parts are a bit vague but careful refinement can improve these. The resin exhausts look good once in position. From my references the PR Mk X carried various camera fits. The kit indicates camera positions in the port side hatch and two centrally located on the underside. The decal placement guide indicates the two underside cameras for both schemes and in the absence of any photographic evidence I went with these. The camera ports could of course be drilled out and glazed but I cut corners and simply painted these black.

Accuracy

A few niggles here. The profile of the rear upper fuselage has a very slight curve in it down to the fin base rather than a straight line aft of the aerial mast. In plan, the fuselage also looks a shade too slim along its entire length to my eye, although to be fair it is a difficult dimension to measure accurately and I can't confirm one way or another. If there is a difficulty in this respect it's that the fin and trailing edge of the rudder are very thick. Correction of this by simply rubbing down the rear fuselage halves would further exacerbate any perception of a skinny fuselage. I suppose a simpler compromise would be to separate the rudder from fin, thin the rudder down, and live with the fin thickness. I went for the even simpler option of leaving it all alone although my slab of a rudder would certainly need some sort of servo assistance to shift it. The undercarriage legs appear short and the covers are very overscale. This is an area where some good resin mouldings would have improved the look considerably.

I admit to being puzzled by the rear, fixed section of the canopy. The

vac-formed part has the lower frame line level with the main hood, i.e. without the characteristic step seen behind the pilot on most Spitfires. I have photographs of other versions with this feature - I guess something to do with alterations to the canopy to handle cockpit pressurisation, but my PR Mk X references illustrate the 'step' type. Perhaps Special Hobby have some evidence to go on, but my photos of the actual aircraft modelled do not show the canopy clearly enough for me to say either way. In the end I simply masked the glazing off in such a way as to appear stepped, with a view to altering the feature later if I ever resolve the conundrum.

On the plus side the kit picks up the distinctive features of the Mk X, a deep chin cowl for the oil tank, fuel pump bulges ahead of the undercarriage bays, retractable tailwheel and lack of armament. The wings also correctly depict the gull wing underneath, by no means a standard feature on current Spitfire kits as witness the two Smer (ex-Heller) samples sent for review by the Editor alongside this one.

Dimensionally the kit scales up to within 10cm in both length and span. In 1/72 scale this could easily be due to my eyesight when using the dividers. It looks right apart from the comments above. My main reference was the excellent scale drawings and data in the Modellers' Datafile on the Merlin-powered Spitfires.

Colour Options

There are two options given in the kit, both in pretty PR pink with B type roundels.

- PR Mk X, SR396 of No.542 Sqn, RAF
- PR Mk X, MD194 of No.541 Sqn, RAF

I ignored the instruction's mix of

Humbrol white and pink for the PRU Pink and made my own mix by eye from Tamiya Deck Tan, red, and IJA Grey which gave the slightly dull effect I wanted. If you want the shade off the shelf, Xtracolor X034 fits the bill.

Decals

I'm not sure of the manufacturer of the decals but they work perfectly if handled carefully. They appear nice and thin on the sheet and have good registration. I sparingly used MicroSet on the roundels fin flashes and some of the excellent stencils, but spoiled one of the very delicate wing walkway decals as after too much handling it curled on itself and softened to a mush with the MicroSet. I'm sure the decals would settle down of their own accord, and they certainly do not need any MicroSol which I suspect could ruin them. If I were to have another go I would just use water on them. Fortunately I found some very fine black lining decal with which I replaced all the walkways so that they matched.

Decal Rating = 9/10.

Conclusion/Recommendation

Special Hobby have done well to produce a rarely seen version of the Spitfire, filling a gap which would otherwise require the quite involved bashing of one of the MK VIII or IX kits out there. The kit captures the Mk X pretty well, and I could have spent a bit more time on it to improve the looks even more. There's also something about the simplicity of the PRU finish which enhances the beautiful lines of the design. I'd recommend adding one to your Spitfire collection.

My thanks to Special Hobby for the review sample.

Stephen Hewitt



Amodel KASKR-2

Technical Data

Scale: 1/72nd
Kit No: 7279
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 40, Clear 2
Decal Options: N/A
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



The Kit

This kit by A-Model comes in the now familiar blue end-opening box with colour artwork depicting the aircraft in flight. Inside the box you will find three sprues of white plastic fairly well moulded, with good detail. There are one or two sink marks on the parts, but nothing too difficult to fix. Also included is a clear sprue containing two windscreens for the twin cockpits, together with instructions. As the aircraft has no markings, no decal sheet is supplied.

Instructions

The instruction sheet comprises one folded sheet containing a brief history on the front, and four exploded assembly diagrams. There is also a parts check list, and all paint references are for Humbrol.

The assembly sequence is very clear and easy to understand.

Construction

The assembly starts with the engine components, and is very simple, being composed of only four parts. Once glued, this section can be painted aluminium with the propeller blades in light brown, and set aside for later. The next stage deals with the cockpit and fuselage, and is again very simple. The cockpit is rather basic with only the floor, two seats and two instrument panels. There are no control columns and these will have to be added from the spares box, together with any appropriate scratchbuilt detail. The cockpit should be painted wood brown with grey seats, and once this is dry, the fuselage halves can be joined.

The wing and tail sections can be added next,

together with their support struts and the rotor blade support frame on top of the fuselage.

The undercarriage and skis can be added next and this requires a lot of care as these parts are very delicate and easy to break, especially when cutting them off the rather thick attachment points on the sprue.

The final assembly involves the four large rotor blades, which are rather fiddly as they are all joined in the middle to a very small boss, which in turn is connected to the drive shaft from the engine. A lot of patience is required here! I would recommend that the rotors are left aside until the main painting is finished to make things easier to mask.

Once everything is done, the cockpits can be masked and the whole aircraft sprayed with Halfords Grey Primer. The front of the aircraft can then be painted aluminium and masked while the rest is sprayed blue underneath, and dark green on the upper surfaces.

The landing skis and the central skid can be painted wood brown, and the rotor assembly grey with a black drive shaft. These can now be added to the body, along with the engine, and the windscreens, and the assembly is complete!

You may also choose to add the bracing/control wires to the rotors as I have done using nylon thread.

Colour Options

There is only one colour option given for the prototype, and that is for blue undersides with a dark green upper.

Decals

There are no decals supplied with this kit, as the prototype displayed no markings.

Accuracy

The kit instructions give the dimensions as being 9.3 metres by 8 metres, and the kit measures up almost spot on. Very impressive.

Conclusion/Recommendation

A-Model tend to make some very diverse and interesting kits, using limited run technology, and therefore really intended for experienced modellers. However, this little kit proved very easy to make with only one or two minor, easily corrected, fit problems, and so it can be recommended to most modellers of moderate experience. An enjoyable little kit and an essential addition to any Russian aircraft enthusiasts collection.

My thanks to A-Model for the review sample.

Wayne Harrie



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Hawker Tornado

Technical Data

Scale: 1/72nd
Kit No: 7213
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass, White-metal & Vac-formed Clear Plastic
Components: Resin 19, Etched 16, White-metal 2, Clear 1
Decal Options: N/A
Manufacturer: LF Models
Sample Supplied by: Joe's Model



The Kit

The parts come in a small sturdy box (11cm by 12cm) with a very flimsy lid. This has a nice water coloured image of the Hawker Tornado prototype which is very useful for the painting and finding the details from the spares box (there are non supplied in the kit). All the text is in English, apart from one side which has the contents list in English, German and Czech and it's interesting to note that there is listed a set of details? This is very misleading.

The main parts are of a dark cream coloured resin comprising nineteen well moulded pieces, with just a few air bubbles here and there but nothing to cause any problems. The only part which needed cleaning up was the prop which suffered from a fair bit of flash, however the resin is very easy to work with and the prop cleaned up very well. Also, because the resin is so easy to work, all the parts with moulding blocks came away with no problems. The undercarriage legs come in white-metal, a paper instrument panel is supplied and there is also a brass fret which holds sixteen parts such as cockpit detail, the undercarriage doors and the radiator grill. Last but not least there is a vac form canopy which is of a suitably thick plastic. All of these come in sealed plastic pockets.

Instructions

A single sheet of folded A5 size paper, printed in black ink. The first side comprises a line drawing of the Tornado, LF Model's address, what you get in the kit (decals crossed out with a pen!) and a colour and detail guide. There are no paint manufacturer's numbers of any sort, but common sense should see one over this slight problem. Side two consists of a parts and number guide and the assembly instructions, both of which are hand drawn, but clear and well laid out.



Construction

This starts with the cockpit floor (3), joy stick (19) and seat (4) (which I painted in Humbrol Matt 78 Cockpit Green and suitably shaded and dry brushed) and radiator, all of which fitted together very well and gave no problems of any sort! The undercarriage doors and legs were next; the doors are made up of 3 brass parts (25-27) to give a proper three dimensional representation but they do need some filler. I found Humbrol Model Filler worked very well with the brass, the legs (10) cleaned up well and fitted just right. At this stage you can't help but feel whoever designed this kit really made the effort, which translates into the pleasure of making it, full marks to LF Models so far!

Next you get to fix the fuselage halves (1/2) together and finish off the cockpit, which consists of a brass rear bulkhead, which is way too small and needs replacing, a nice set of seat belts and a paper instrument panel, which needed trimming down to fit. There is also a head rest which is made up of two parts. The fuselage itself had some cockpit detail, which was fine for me but I'm sure the really keen will want to add to it, (again finished in Humbrol Matt 78). Once every thing is glued to the fuselage walls it's time to fit the two halves. You will be pleased to know that this is a snug fit and needed just a little filler on the joint. At this stage the instructions recommend that the canopy is fitted. I left it off until last as is my wont, however I did give it a dry run. After a lot of trimming it did fit quit well, but you do need to build up the rear of the canopy faring by 2mm. I think the canopy is a bit of a let down in that it's not that well moulded being some what undefined, and a spare would be nice.

In the last section you finish off the kit with the wings...now, close inspection reveals these to be 'Typhoon' wings with indents for the cannon and inscribing for the gun inspection covers; the 'Tornado' was fitted with six machine guns per wing, also there are no landing lights (there should be one on each wing) and no pilot tube is supplied or shown in the instructions, so a bit of cost cutting by LF Models or just bad research? However after you have filled and rescribed the gun covers, you can fit the ailerons (part 12 x2).

They needed a bit of cleaning up where they fitted to the moulding block and trimming lengthwise to fit snugly. Now I glued the complete wings to the butt joint, which fitted well, needing just a small amount of filler. The fitting of the radiator follows, again just needing a small amount of filler where it butts to the under side of the fuselage. Last of the major structure parts, the tailplanes and the rudder are now fitted. The tailplanes come in one part (odd?) so you have to cut them in half making allowances for the width of the rear fuselage; they are of a butt fit and needed some filler to smooth the joint over. Last but not least is the rudder, it comes in two halves and needs quite a bit of thinning down to look right as both halves are just a bit thick! Now we come to the undercarriage, the wheels are nicely flattened, and just need fitting to the already made-up legs and covers, then fitting to the wheel bays which are nicely detailed and of a good depth. I found this the most trying part of the kit, mainly due to the vagueness of the instructions here. None the less after some messing about, I got them to fit as they appear in the line drawings supplied. I did some checking at this stage and found three photos of the 'Tornado' on the web, more of which later. The last things which should be fitted were the prop, foot rest and canopy, all of which I left until the painting was done.

Colour Options

You get just the one which is for the first prototype P5219 (in all, four Tornadoes were made) which is in the pre-war Dark Green and Earth Brown on top and round the rear fuselage, with the

underside of the wings and tailplanes black and white, one half black the other white. The instructions are very far from clear regarding this colour scheme and you will need some photos to sort it all out. The painting guide also does not state what finish you should use, but the photos I found show the aircraft to have an overall high silk finish, with the white being a gloss finish, and the aircraft also looks very clean with no chipping etc.

For the upper surface and fuselage I used Humbrol Dark Green (30) and Dark Earth (29), for the underside Humbrol Black (33) all of which were matt, and Humbrol gloss White (22).

Decals

What can I say, "Shame On You LF Models!" because there are none.

Accuracy

I don't think you could get much closer, as the fuselage scales out a little long at a length of 10.008m instead of 10.00m, I don't think that's anything to whinge about, the wing span works out at 12.46 which is 22cm short of the 12.77 stated, however the kit looks to be proportioned correctly. All measurements came from an excellent web site which I found to be good on dimensions.

http://www.csd.uwo.ca/~pettypi/elevon/gustin_military/db/br/TYPHOONH.html

Conclusion/Recommendation

A very enjoyable model to make and what a brute of an aircraft, it makes a nice change to have a manufacturer producing a pre-war prototype British aircraft, I would think most RAF fans would like one on their shelf. The kit has no major vices, it's just let down by the wrong wings and the colour plan, which if it was better thought out and designed, would mean I could recommended this for a first time resin modeller, and just where are the decals? One would think at the price of this kit, you would get some! But as the 'Tornado' comes at the moment, this kit is for the experienced modeller only.

My thanks to Joe's Model for the review sample.

Tim Large



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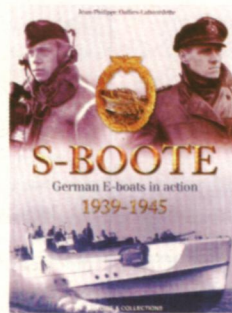
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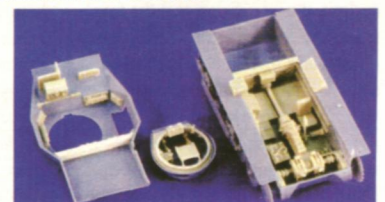
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Nord 1402 Gerfaut I

Technical Data

Scale: 1/72nd Kit No: 7202
 Price: £7BA
 Production: Limited
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
 Components: Plastic 11 (Grey), Resin 3, Metal 7, Etched 30, Clear 2
 Decal Options: 1
 Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
 UK Importer: Hannants



The Kit

This kit comes in a sturdy box, with a colourful piece of art work showing the Gerfaut-I in flight, nearly all the wording is in English, with just the 'this kit is for over 14 year old' etc in French, German and English, on one side of the box. Inside this packaging you will find a sprue of light grey plastic, which holds the main fuselage, wings, tailplane and wheels and two resealable bags for the three resin and the eight white-metal parts. There is also a very nice sheet of etched brass, a set of decals and two (yes! you did read 'two') vac-formed canopies.

First let's look at the plastic; there are eleven parts which are well moulded and very well defined. All panel lines are recessed, however those on the fuselage are very fine and will need careful rescribing. There is very little flash, but as with all limited run kits the parts need some cleaning up around their edges. The three resin parts (cast in a light grey colour) consist of cockpit, the jet exhaust and the front wheel well. All parts are of the highest quality, and there are no casting blocks so life is made just that bit easier. Next we come to the white-metal, again cast to the highest quality, you get the undercarriage legs, the rear part of the front wheel well door, a joy stick, the seat back and two air intakes. The etched brass is of the same quality as the rest of the kit as are the two canopies, which are moulded in two parts each so you can show it open or closed, without any danger of messing up the one and only clear part, which is something ALL other manufacturers should take note of! Last but by no means least you get a small sheet of decals, the one omission here being that there is no tail tricolour; this seems an odd omission when you consider how much thought has gone into the rest of the kit.

Instructions

These are printed on a sheet of A4 paper, which is folded in half. The first page is very minimal with just the

company name, scale of the kit and the name of the aircraft, no history, dimensions or specifications are given. Page two and three consist of the assembly instructions, which consisted of three sections, cockpit, fuselage and lastly the wings, undercarriage etc. These are well drawn but are very vague as to where the smaller parts fit. Last of all you get the painting and decals, there are no paint manufacturers or numbers given, just the information that the aircraft is Bright Aluminium overall and the cockpit is black.

Construction

We start off with the cockpit, which consists of a resin tub, white-metal seat back, control column and a number of brass parts such as the seat bucket and instrument panel. All parts fitted with no modification needed whatsoever, the only problems I encountered were: •1. The placement of part # six, an odd shaped piece of brass. In the end I fitted it inside the cockpit just below the instrument panel, where it looked right! •2. The white-metal seat back was misshaped; this needed gentle bending back into shape. FM supply you with four seat belt buckles, so you have to make the straps up yourself. I used Tamiya's masking tape, which is more than suitable for the job. The whole cockpit was painted with Humbrol Matt Black (33) and highlighted with Humbrol Silver (11). Next it's on to section B and the fitting of the cockpit and front wheel well to the fuselage and then gluing the two fuselage halves together. The two resin parts (the cockpit and wheel well) fitted just fine, needing a little Humbrol model filler to tidy up a small gap around the cockpit tub. The two fuselage parts have no locating pins but the fit is so surprisingly good as not to need them, but you will need a fair bit of tape to hold them together; the only gap that appeared (and a very small one at that) was around the jet intake. You are also asked to fit two air bleed covers, which are made of white-metal, they fit like a glove! As does the jet exhaust, which I left until the final painting was done. On to section C and the fixing of everything else! The wings and rudder

fit very well, needing just a small amount of filling. I used Evo-Stik PVA wood glue so as not to damage the surface detail. The tailplanes are an exception to the rule here as they are of different sizes, not by much mind you, but the more noticeable because of the quality of the rest of the kit, but when the kit is completed it does not show (these were left for fixing until after painting). (Around about here I discovered where the brass part # six is meant to go, just in front of the cockpit underneath the windscreen, this is not even mentioned in the instructions....you have been warned!).

The jet exhaust is a resin part and as with the rest of the kit fits snugly, once the hole at the rear of the fuselage was opened out a little. Next we come onto the undercarriage, where all the retraction struts (and the two pilot tubes) have to be made up; the instructions tell you to use wire and tubing but I used plastic sprue and tubing which I obtained from Hannants. The undercarriage itself is made up of white metal legs, plastic wheels with brass wheel well door covers. All parts are beautifully moulded and fit with no problems whatsoever, apart from the front wheel leg which is some 2mm short. This is not a major difficulty as you can make up the deficiency in the wheel well. Now we come to the canopy, which is moulded in two parts, so if you wish you can show the canopy open, which is a nice touch. The vac-form is of a suitable thickness and clear, which means one can trim with confidence, both parts fitting very well open or closed. There are a couple of blemishes on the opening canopy part, but once painted and varnished they are not noticeable, however, if you wish to show the canopy open you will need to fix a mounting point in the cockpit, which is not shown in the instructions! There are a number of brass fittings, such as wheel well covers, oleo links, aileron linkages etc which need fitting at this stage, and all fit with ease needing no modifications, however it pays to really study the painting plan and some photos to find out where they are to be fitted as the instructions are vague!

Colour Options

Just one, overall Bright Aluminium. I used Tamiya's acrylic Chrome Silver (X11) as I wanted to spray paint to get a even finish. The flaps etc were picked out in thinned Humbrol Gloss Black (21) and finally the whole model (after the decals were applied) was coated in Humbrol Clear Poly (35) to give the impression of the highly polished finish of the real aircraft.

Decals

These have a matt finish with very little carrier film, and the registration is very good on all the images. They behaved themselves very well when used with Micro Sol, settling down nicely with no silvering. Decal Rating = 9/10.

Accuracy

The only book I know which has the specifications for this aircraft is 'Jane's Pocket Book of Research and Experimental Aircraft'. I don't have a copy, nor could I get a copy in time for this review! However the kit scales out to a span of 7.48m and a length of 9.93m. In the end it looks right when compared with the photos I have, which is fine by me!

Conclusion/Recommendation

This is the best quality limited-run kit I've ever made, everything fits where and how it should, all the parts are of the best quality and manufacturer FM have done their homework and spent time on the design so it's not cheap, but if this is an example of the standard of other FM kits I'm impressed. Thus I can fully recommend this kit to anyone with a few kits under their belts and looking to move to their first mixed media kit; you could not do better for ease of construction. Also as it's such a joy to build, any experienced modeller looking for a new kit to make with a difference could do a lot worse than this kit. The only gripe I have is the instruction sheet, which could do with a history of this important European let alone French aircraft, and much better indication of where the smaller parts fit. My thanks to Fonderie Minitaure for the review sample.

Tim Large



1/48 Ki - 115 Tsurugi

eduard



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8087 Ki - 115 Tsurugi

8088 Ki - 115 Tsurugi

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1/48 SCALE KITS

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accessories

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Pavla Models

A new batch of resin accessory and conversion sets has been sent directly to us for review by this manufacturer.

1/72nd Scale

Subject: Polikarpov Po-2 Upgrade Set

Scale: 1/72nd

Product No.: 7230

Type: Detail Set

Designed for: Kopro kit

Price: £TBA

Includes: This set consist of a new M-11 radial engine and cowl, propeller, skis, weighted wheels, machine gun and a variety of underwing bombs with their associated racks.

Subject: V.S. Spitfire PR Type C to G

Scale: 1/72nd

Product No.: 7232

Type: Conversion

Designed for: Tamiya kit

Price: £6.50

Includes: This conversion consists of two styles of pilot's seat (with and without back armour), the deeper PR chin cowl, five-spoke 'weighted' main wheels, a radio access door with camera port/blister, underwing blister for 2x F24 camera and two underwing fuel tanks, all of which are in resin. It also offers two styles of vac-formed canopy: one with and one without windscreens, but both with side blisters.

This conversion also includes decals for the following three options.

- Type IC (PR Mk III), R6903, LY • flown by P/O, Gordon Green when he photographed the St. Nazaire harbour facility on the 13th February 1941.
- Type IG (PR Mk VII), R7059, LY • of No.1 PRU based at St. Eval in May 1941.
- PR Mk IV, BP880, *S of No.681 Squadron, SEAC, based at Camilla, India, 1943-4.

Subject: M-62 Engine & Ground Trolley

Scale: 1/72nd

Product No.: 7234

Type: Accessory

Designed for: See text

Price: £2.25

Includes: This engine comes as two parts, with the fuel management unit at the rear as the separate part from the main body. With this unit is also a ground handling trolley. This engine is suitable for the Polikarpov I-16 Type 18.

Subject: Antonov An-2 Interior

Scale: 1/72nd

Product No.: 7235

Type: Detail Set

Designed for: Italeri, Bilek or Trumpeter kits

Price: £5.10

Includes: This set offers paratrooper seats, a complete cabin interior, ASH-62M engine, fuselage side para door and 'weighted' main and tail wheels.

Subject: Chance-Vought TBV-2 Sea Wolf Update Set

Scale: 1/72nd

Product No.: 7236

Type: Detail Set

Designed for: Octopus [Pavla] kit

Price: £5.10

Includes: This set offers a complete resin bomb bay area and rear gun turret assembly for the TBV-2 kit. The set also offers the ventral twin and single-gun pods carried by the type. To complete your model a replacement vac-formed canopy is also included.

Subject: Hawker Typhoon Mk Ib [Late]

Scale: 1/72nd

Product No.: 7237

Type: Detail Set

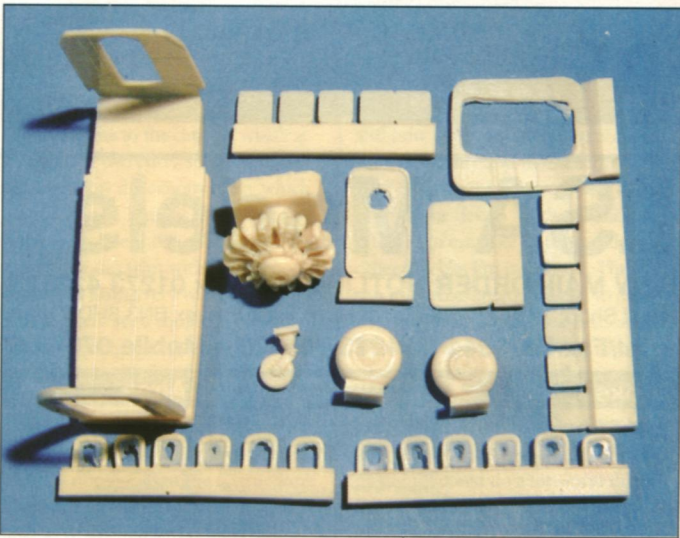
Designed for: Pavla kit

Price: £5.10

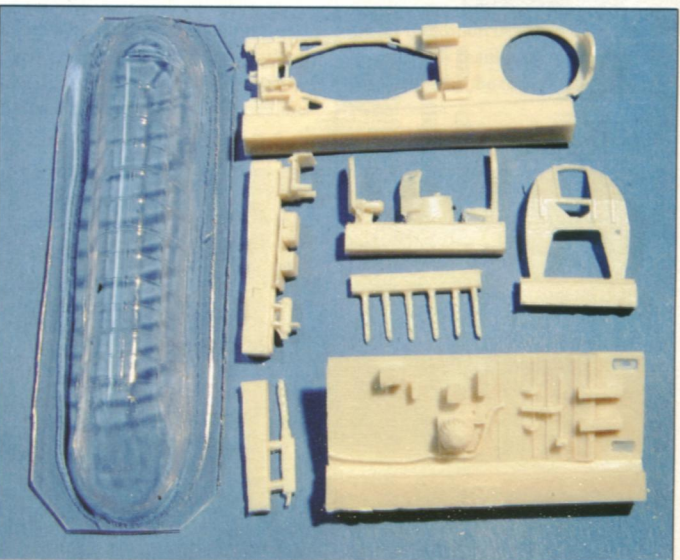
Includes: This set is designed for the recent Pavla kit, but could also be used with the Academy kit. It offers Tempest-style tailplanes and elevators, a four-blade propeller, spinner, pilot's access door, upper decking inset, pilot's head armour, two 45Gal drop tanks, two wing racks and a vac-formed canopy.



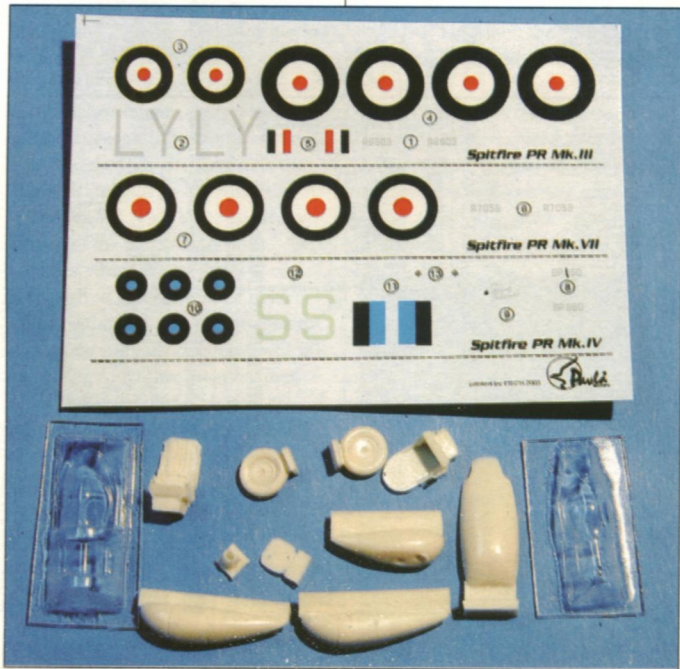
7230 Polikarpov Po-2 Upgrade Set (KP [Kopro]) - Pavla Models



7235 Antonov An-2 Interior (Italeri, Bilek or Trumpeter) - Pavla Models



7236 Chance-Vought TBV-2 Sea Wolf Update Set (Octopus [Pavla]) - Pavla Models



7232 V.S. Spitfire PR Type C to G (Tamiya) - Pavla Models

Subject: Things Under Wings [RAF]

Scale: 1/72nd

Product No.: 7239

Type: Accessory

Designed for: See text

Price: £2.75

Includes: This set consist of two each of the following underwing stores; Napalm bombs (45 Gal), SCI Mk I smoke canister, CLE MK III supply dropping canister and 500lb Mk 2 smoke bombs.

Subject: US Navy Armament, Part I

Scale: 1/72nd

Product No.: 7238

Type: Accessory

Designed for: See text

Price: £2.75

Includes: This set offers a Bliss-Leavitt Mk XIII torpedo with either a 'ring' or 'box' tail unit plus two each of the following underwing stores: 250lb, 500lb and 1000lb GP bombs.

Subject: Drop Tanks for MiG-29

Scale: 1/72nd

Product No.: 7241

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This set offer two main drop tanks plus the smaller version carried under the centreline of the aircraft. Each is a single piece resin casting.

Subject: V.S. Spitfire Mk IIa [LR]

Scale: 1/72nd

Product No.: 7242

Type: Conversion

Designed for: Tamiya kit

Price: £TBA

Includes: This conversion consists of the pilot's unarmoured seat, Rotol three-blade propeller and spinner, Coffman starter bulge and 40Gal permanently fixed wing tank all in resin. The set also contains two styles of vac-formed canopy: one with the armoured windscreen and knock-out side panel, the other without the knock-out panel.

Subject: Antonov An-2

Scale: 1/72nd

Product No.: C72037

Type: Cockpit Set

Designed for: Italeri, Bilek or Trumpeter kits

Price: £4.25

Includes: This set offers a complete new resin cockpit area of the An-2 and a new vac-formed clear canopy.

Subject: D.H. Mosquito T Mk III

Scale: 1/72nd

Product No.: C72038

Type: Conversion

Designed for: Tamiya kit

Price: £5.10

Includes: This set offers the T Mk III cockpit interior and 'capped' nose and blanked off ventral cannon ports of this trainer version of the Mossie and will allow you to convert the FB Mk VI version of the Tamiya kit.

Subject: Macchi C.202 Folgore

Scale: 1/72nd

Product No.: C72039

Type: Cockpit Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers a complete new resin cockpit area for the C.202 and although listed for the Hasegawa kit, I am sure it could be used in the Italeri kit as well.

1/48th Scale

Subject: V.S. Spitfire Canopies

Scale: 1/48th

Product No.: N/K

Type: Accessory

Designed for: See text

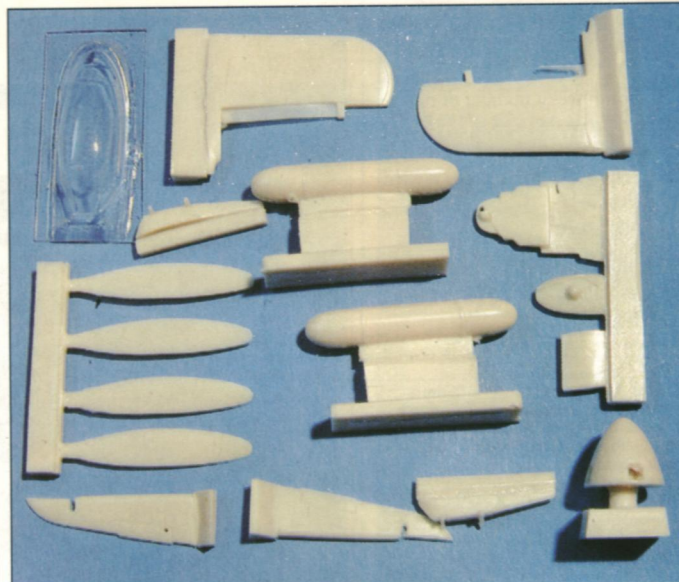
Price: £TBA

Includes: This set offers vac-formed replacement canopies for the Mk I, PR Mk I, Mk II, Mk Vb, Mk Vc, Mk VIII, Mk IX and Mk XVI Spitfire. No kits are listed, but I suspect most of these will be aimed at the mainstream examples e.g. Tamiya (Mk Ia & Vb), Hasegawa (Mk VIII & IX) and ICM (Mk IX and XVI).

Conclusion

Well, as far as quality and detail goes you can't fault these sets. They certainly offer good levels of detail combined with good quality production. The main problem is inconsistency in the item identification and supporting instructions. The numbering system Pavla use for their accessories leaves a lot to be desired, it is all over the place and totally inconsistent (e.g. the 1/48th set in this batch being unnumbered!). On top of this some of the sets have instructions with colour references, while others have nothing. This is fine with aircraft types, but the RAF 'things under wings' set has no painting guide at all, which is not very helpful. So, summing up, quality and subjects 10/10, identification and instructions 6/10.

Our thanks to Pavla Models for the review samples. UK modellers should find this range available at Hannants.



7237 Hawker Typhoon Mk Ib [Late] (Pavla or Academy) - Pavla Models



7239 Things Under Wings [RAF] - Pavla Models



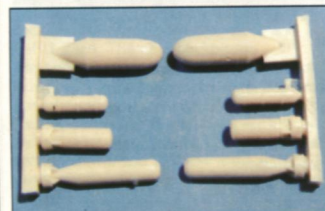
C72038 D.H. Mosquito T Mk III (Tamiya) - Pavla Models



C72039 Macchi C.202 Folgore (Hasegawa) - Pavla Models



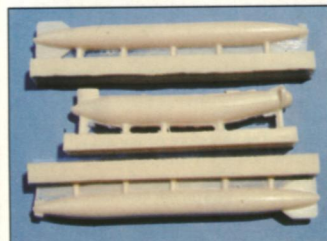
7234 M-62 Engine & Ground Trolley - Pavla Models



7238 US Navy Armament, Part I - Pavla Models



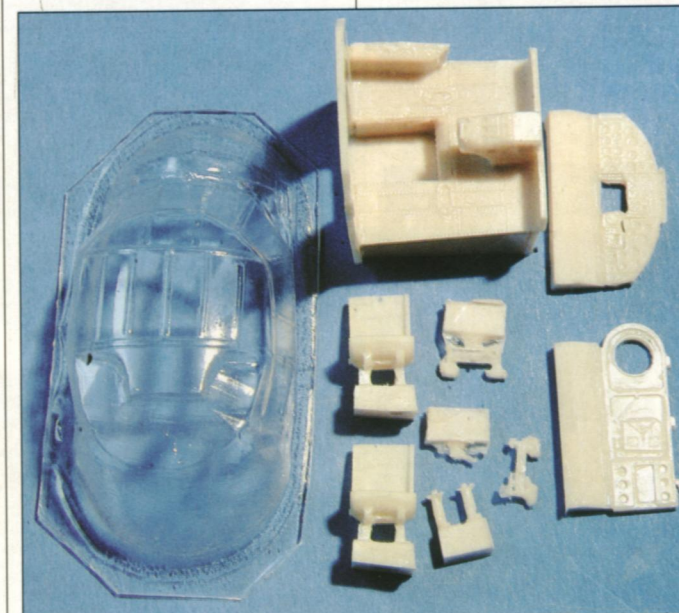
V.S. Spitfire Canopies - Pavla Models



7241 Drop Tanks for MiG-29 - Pavla Models



7242 V.S. Spitfire Mk IIa [LR] (Tamiya) - Pavla Models



C72037 Antonov An-2 (Italeri, Bilek or Trumpeter) - Pavla Models

Aires

This month sees a number of new products from this Czech manufacturer, samples of which have been passed directly to us for review.

1/72nd Scale

Subject: Junkers Ju 87G

Scale: 1/72nd

Product No.: 7096

Type: Detail Set

Designed for: Academy kit

Price: £21.85

Includes: This superdetail set includes a complete new resin cockpit interior with etched seat belts, control levers, instrument panel (with acetate backing film) and rudder pedals. The 37mm cannon for this type, that have already been released separately by Aires, are also included and the set is completed with an entirely new resin Jumo 211 engine complete with separate cowlings and rear bulkhead.

Subject: Bordkanone 3.7cm BK

Scale: 1/72nd

Product No.: 7098

Type: Accessory

Designed for: See text

Price: £2.00

Includes: This set of cannon does not come with their associated underwing gondolas, they are just two-part assemblies to make up the cannon themselves.

1/48th Scale

Subject: Vought F-8E Crusader

Scale: 1/48th



7096 Junkers Ju 87G (Academy) - Aires



4180 Vought F-8E Crusader (Hasegawa) - Aires



2009 McDOD F-4E/J Phantom Exhaust Nozzles (Tamiya) - Aires

Product No.: 4180

Type: Detail Set

Designed for: Hasegawa kit

Price: £23.80

Includes: This superdetail set combines all those individual detail sets previously issued by Aires. This therefore comprises a complete new resin cockpit interior with ejection seat plus seat belts, firing handle, rudder pedals, instrument panel (with acetate backing film) and gunsight frame in etched brass. Both main and nose wheel wells are also supplied as highly detailed replacement resin parts, as is the area under the wing hinge on the dorsal spine of the aircraft. The gun bay on the port side of the nose is included, along with a detailed exhaust pipe and tail unit. The set is completed with a refuelling arm/housing and new intakes for the aft fuselage.

Subject: Colt Mk 12 20mm Cannon

Scale: 1/48th

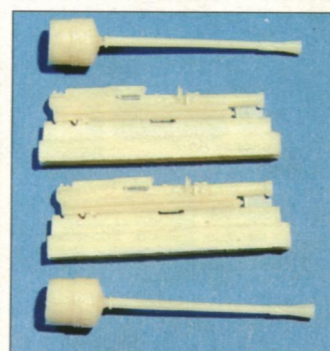
Product No.: 4181

Type: Accessory

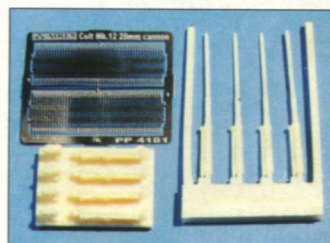
Designed for: See text

Price: £3.80

Includes: This set consists of four 20mm



7098 Bordkanone 3.7cm BK - Aires



4181 Colt Mk 12 20mm Cannon - Aires

Colt cannon made up of separate breech, barrel and ammunition feed units in resin and ammunition belts in etched brass.

Subject: Hispano 20mm Cannon

Scale: 1/48th

Product No.: 4182

Type: Accessory

Designed for: See text

Price: £3.80

Includes: This set consists of four 20mm Hispano cannon made up of a single resin component for each.

Subject: Martin-Baker Mk F7 Ejection Seat

Scale: 1/48th

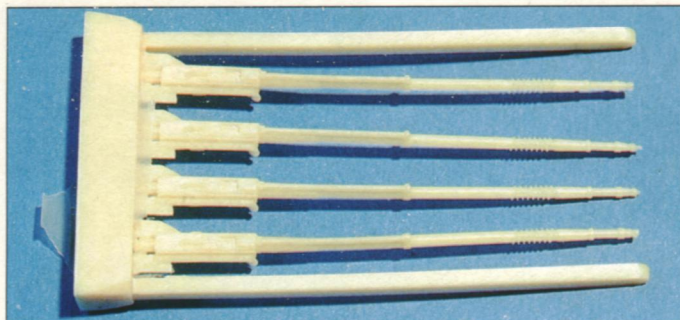
Product No.: 4183

Type: Accessory

Designed for: See text

Price: £2.00

Includes: This set offers a single resin F7 seat



4182 Hispano 20mm Cannon - Aires

with all the belts and firing handle produced in etched brass.

Subject: Douglas A-4E/F Skyhawk Air Brakes
Scale: 1/48th
Product No.: 4185
Type: Detail Set
Designed for: Hasegawa kit
Price: £4.60

Includes: This set offers two air brakes for the A-4 that are made up of resin and etched components, plus a set of split flaps in resin.

1/32nd Scale

Subject: McD D F-4E/J Phantom Exhaust Nozzles

Scale: 1/32nd
Product No.: 2009
Type: Detail Set
Designed for: Tamiya kit
Price: £TBA

Includes: This set offers replacement, highly

detailed resin exhaust 'cans' for the F-4E/J kit from Tamiya. Each is made up of three resin components with the afterburner ring in etched brass. The two new 'cans' position is ensured in the model thanks to the resin spacer included in this set.

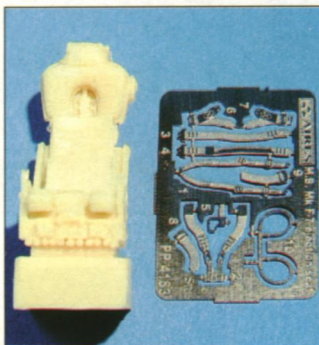
Conclusion

I know I keep saying it, but Aires products are simply stunning. There is no better way of describing their stuff, the level of detail and quality of casting alone make them well worth having. If you have any of the subject kits to build, check out what Aires has to offer for it.

Our thanks to Aires for the review samples. UK modellers can obtain this range from Hannants and LSA Models.



4185 Douglas A-4E/F Skyhawk Air Brakes (Hasegawa) - Aires



4183 Martin-Baker Mk F7 Ejection Seat - Aires

CMK

A batch of new products comprising one detail set and one set of figures has been sent directly to us for review this month by CMK.

1/72nd Scale

Subject: German Pilots at Rest, WWII

Scale: 1/72nd
Product No.: F72112
Type: Figure
Designed for: N/A
Price: £3.99

Includes: This set of three figures depicts WWII era Luftwaffe pilots resting between missions. Each is cast in the pose shown in the accompanying box illustration and each is cast in four separate parts.

1/48th Scale

Subject: Mitsubishi A6M2/3 Zero

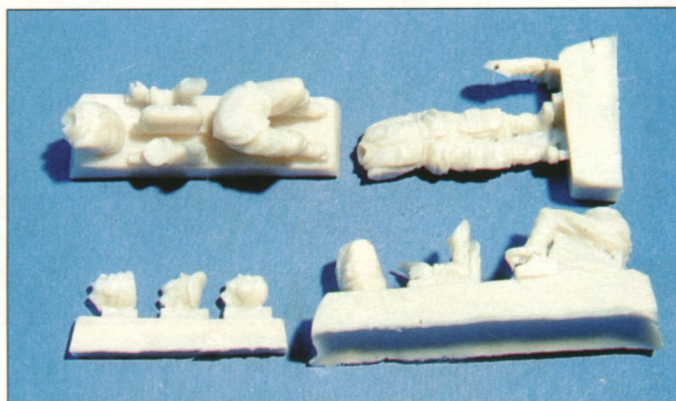
Scale: 1/48th
Product No.: 4120
Type: Detail Set
Designed for: Hasegawa kits
Price: £TBA

Includes: This set offers a completely new cockpit interior for both the A6M2 and A6M3 Zero. The new cockpit tub comprises floor, bulkheads and sidewalls all in resin, with the seat, instrument panel, gunsight and gun breeches also in resin. Smaller details like levers, belts etc are all in etched brass. Having detailed your kit this set also allows you to show it off, as a clear vac-formed replacement canopy is also included.

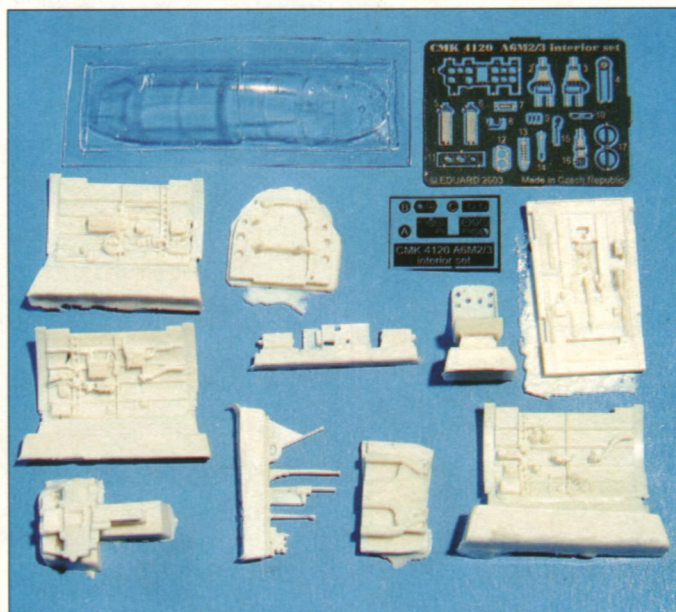
Conclusion

Both of these sets are beautifully cast and have excellent detail. The facial features of the figures, even in this small scale, are very realistic indeed, and it is nice to see a canopy included with cockpit sets to allow you to show their installation off!

Our thanks to CMK for the review samples. UK modellers can obtain this range from Hannants.



F72112 German Pilots at Rest, WWII - CMK



4120 Mitsubishi A6M2/3 Zero Cockpit Set - CMK

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URO 034	Albatros W4 (Late)		1:72 £7.50
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Fabflight

Following on from our initial review of this French manufacturer's products in the September edition, here are the newest sets from them which have been sent directly to us for review this month.

1/48th Scale

Subject: Aircraft Tug, TRACMA

Scale: 1/48th

Product No.: DET007

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This modern style aircraft tug unit is made up of 28 resin components plus a length of metal rod for the axles and a length of brass wire for detailing. Although the accompanying instruction are all in French and no colours etc are identified they do include some fairly self-explanatory colour detail shots of the subject vehicle which should allow you to make a good job of this model.

Subject: Aircraft Towing Arm [French Modern Aircraft]

Scale: 1/48th

Product No.: DET008

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This resin towing arm is of a style suitable for modern French aircraft types such as the Mirage 2000. It is of the wheeled type, so not just a tow bar really! The instructions, although once again in French without any painting guides etc, do have nice colour images of the real thing that should help you build and paint this item.

Subject: Container for Aircraft Fluid etc [French Modern Aircraft]

Scale: 1/48th

Product No.: DET009

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This depicts a wheeled container used for decanting and storing aircraft-related lubricants and fluids and is suitable for modern French military aircraft types.

1/32nd Scale

Subject: Dewoitine Detail Set

Scale: 1/32nd

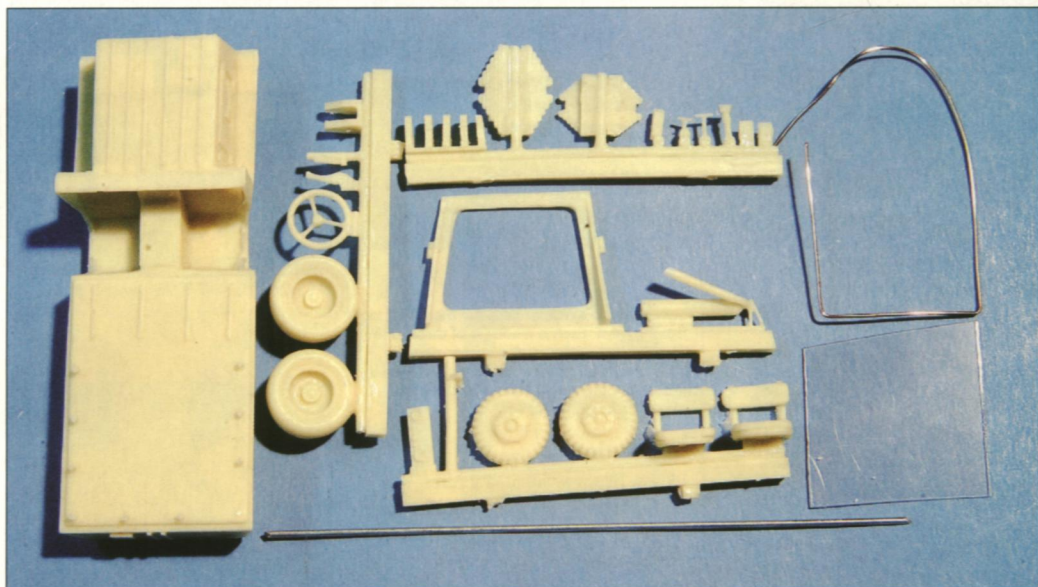
Product No.: DET011

Type: Detail Set

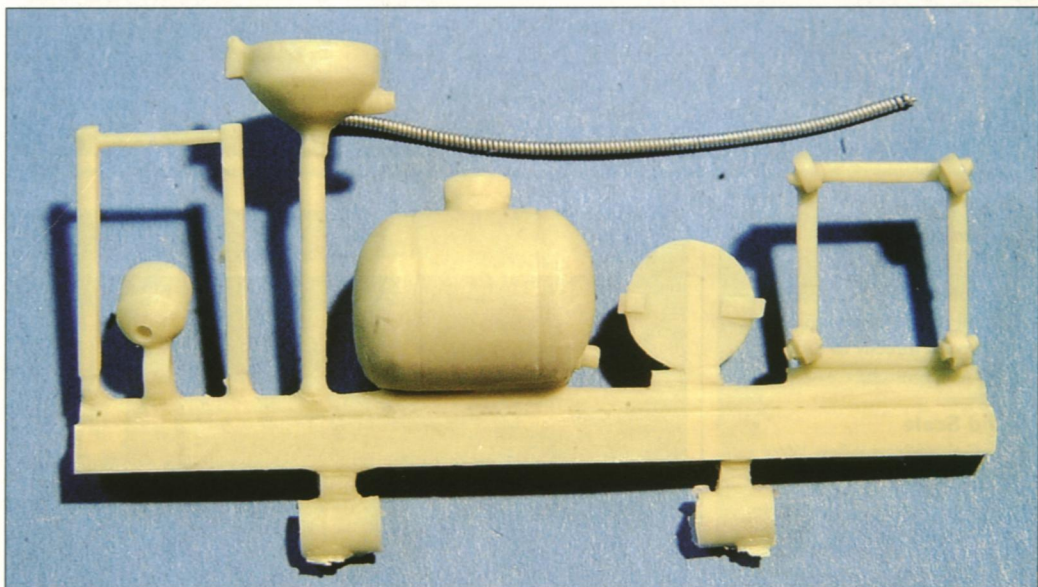
Designed for: Azur kit

Price: £TBA

Includes: Following on from their 1/48th scale set for the Tamiya kit (#DET006) that we reviewed in September, this is the larger scale version for the new Azur kit. It offers separate control surfaces and tailplanes, a separate rudder, 'weighted'



DET007 Aircraft Tug, TRACMA - Fabflight



DET009 Container for Aircraft Fluid etc [French Modern Aircraft] - Fabflight

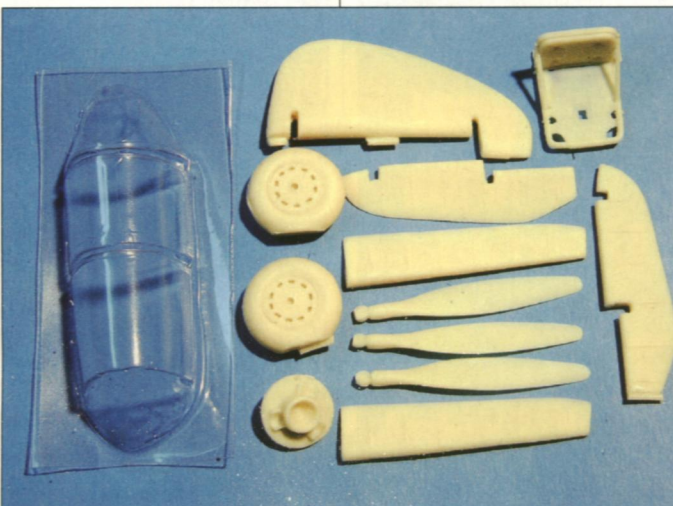
main wheels, a new pilot's seat and a replacement propeller backplate and blades all in resin. The set is completed with a clear vac-formed replacement canopy, which is a welcome addition as the canopy in the kit is injected and moulded as a single unit.

Conclusion

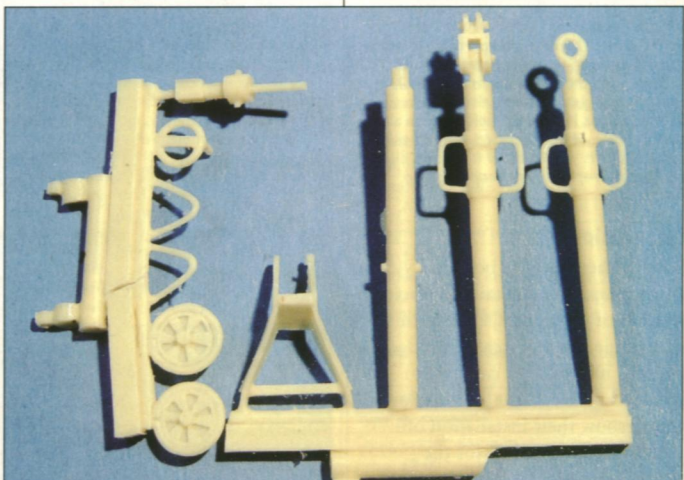
Each of these sets is well cast and detailed. I am sure the D.520 set will be welcomed by many and the modern French military ground equipment should find favour with anyone working with this subject as there is

not a lot out there to date.

Our thanks to Fabflight for the review samples. This entire range can be ordered from Flight 66 in France, although the manufacturer is also currently looking for an exclusive UK importer.



DET011 Dewoitine Detail Set (Azur) - Fabflight



DET008 Aircraft Towing Arm [French Modern Aircraft] - Fabflight

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Eduard M.A.

This month sees another new batch of products from this manufacturer, samples of which have been sent directly to us for review.

1/72nd Scale

Subject: Westland-Agusta EH.101 Merlin

Scale: 1/72nd

Product No.: 72 407

Type: Detail Set

Designed for: Italeri kit

Price: £14.40

Includes: This two-part set offers a complete new cockpit area with instrument panel, seat belts and various sidewall and bulkhead details. The cargo bay is also fully detailed with seat belts and a crew access ladder. The exterior gets windscreen wipers, various foot/hand holds, tie-down eyelets, engine screens, sponson and door details, rearview mirror assemblies, plus rotor head control linkage and compression links for the oleo legs.

Subject: Messerschmitt Me 262A-1a

Scale: 1/72nd

Product No.: 72 418

Type: Detail Set

Designed for: Hasegawa kit

Price: £12.50

Includes: Cockpit sidewalls, a complete new cockpit 'tub', rudder pedals, instrument panel with acetate or printed paper backing film, seat belts, canopy sills and rear decking, wheel hubs, oleo compression linkage, undercarriage doors, DF loop, main undercarriage wheel wells, control surface linkage and a set of replacement bomb fins.

Subject: McDD F-15E Strike Eagle

Scale: 1/72nd

Product No.: SS 204

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This is a pre-painted 'Zoom' set so offers a complete set of ejection seat belts, early and late style instrument panels with acetate backing film and both early and late style sidewall panels. As usual, this 'Zoom' set also includes a name plaque, should you wish to add this to the display base.

1/48th Scale

Subject: Sukhoi Su-7BKL Interior

Scale: 1/48th

Product No.: 48 407

Type: Detail Set

Designed for: Kopro kit

Price: £11.20

Includes: This set centres around the seat in this machine with a complete new seat pan, sidewalls, all the various details and a complete set of belts. There is also the canopy sill frame and the guides for the sliding canopy section.

Subject: Messerschmitt Bf 109E Access & Scribing Templates

Scale: 1/48th

Product No.: 48 419

Type: Accessory

Designed for: Hasegawa kits

Price: £7.25

Includes: This is another set of useful scribing

templates, this time for the Hasegawa Bf 109E series of kits. The set does not just include the scribing templates though, all the panels and hatches themselves are included, so you can display those you wish open.

Subject: Messerschmitt Bf 109G/K Access & Scribing Templates

Scale: 1/48th

Product No.: 48 444

Type: Accessory

Designed for: Hasegawa kits

Price: £7.25

Includes: This is the same story as the previous set, although this one deals with the later G & K series. Once again both the scribing template and all the individual access panels are included.

Subject: Messerschmitt Bf 109E Access & Scribing Templates

Scale: 1/48th

Product No.: 48 445

Type: Accessory

Designed for: Tamiya kits

Price: £7.25

Includes: This final set covers the Bf 109E again, but this time the Tamiya kit versions.

Subject: Gloster Sea Gladiator

Scale: 1/48th

Product No.: 48 450

Type: Detail Set

Designed for: Roden kit

Price: £12.50

Includes: Cockpit sidewall tubing, radiator unit, throttle quadrant, various other sidewall details (map case etc), cockpit floor with compass, rudder pedal straps and adjusting knob, machine gun perforated barrels and breech details, rear bulkhead, seat and belts, instrument panels with acetate backing film, carburettor intake louvres, pilot's access door, engine bracing struts, intake screens, engine cowling reinforcing panels, control surface linkage, fuel filler cap, various access panels on the fuselage and wings, downward ident lamp surround, arrestor hook, tie-down eyelets and an optional rearview mirror assembly.

Subject: Sukhoi Su-7BKL Exterior

Scale: 1/48th

Product No.: 48 456

Type: Detail Set

Designed for: Kopro kit

Price: £14.40

Includes: This set mainly deals with the wheel wells and exhaust with a new nose wheel well roof, air brake interiors and separate air brakes, exhaust nozzle, pitot tube fins, main wheel well interior, various details for the wing pylons, IFF rod aerials, nose wheel well door hinges, oleo compression linkage, main wheel hubs, nose caps and interiors for the rocket launchers, plus new fins for the drop tanks, rockets and bombs carried by the type.

Subject: Sukhoi Su-7BKL Wheel Well Doors

Scale: 1/48th

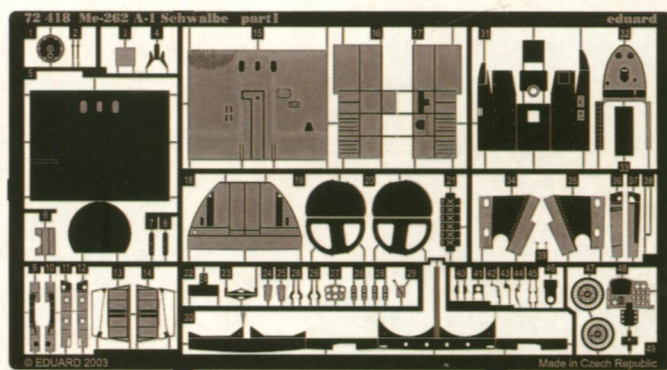
Product No.: 48 457

Type: Detail Set

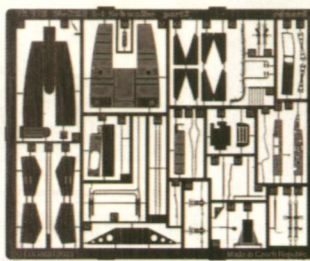
Designed for: Kopro kit

Price: £7.25

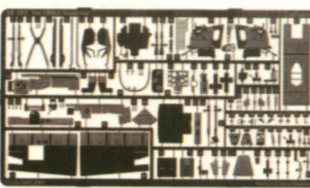
Includes: Just as the title states, this is a set of new wheel well doors for the type.



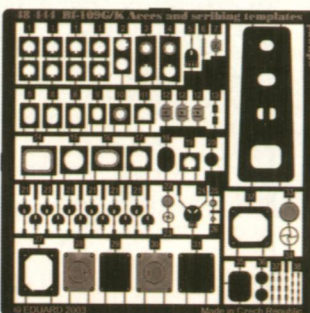
72 407 Westland-Agusta EH.101 Merlin (Italeri) - Eduard



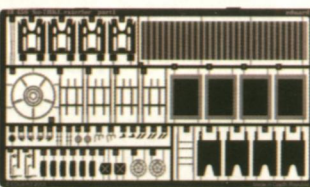
72 418 Messerschmitt Me 262A-1a (Hasegawa) - Eduard



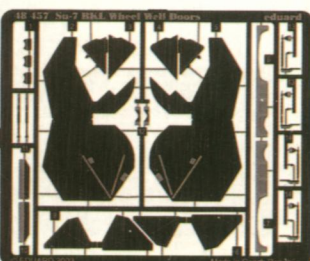
48 407 Sukhoi Su-7BKL Interior (Kopro) - Eduard



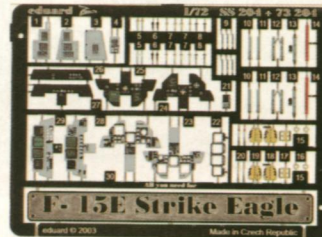
48 444 Messerschmitt Bf 109G/K Access & Scribing Templates (Hasegawa) - Eduard



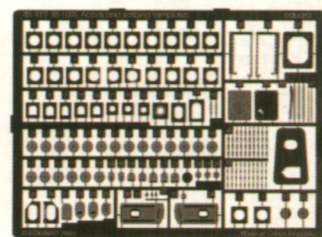
48 456 Sukhoi Su-7BKL Exterior (Kopro) - Eduard



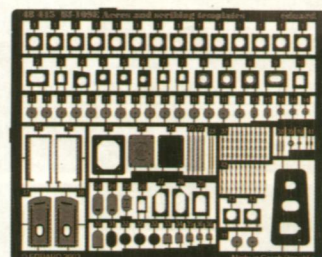
48 457 Sukhoi Su-7BKL Wheel Well Doors (Kopro) - Eduard



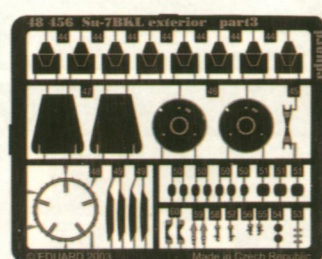
SS 204 McDD F-15E Strike Eagle (Hasegawa) - Eduard



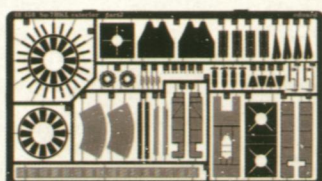
48 419 Messerschmitt Bf 109E Access & Scribing Templates (Hasegawa) - Eduard



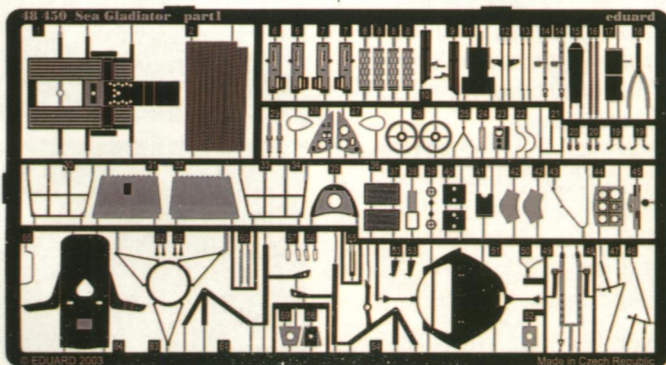
48 445 Messerschmitt Bf 109E Access & Scribing Templates (Tamiya) - Eduard



48 456 Sukhoi Su-7BKL Exterior (Kopro) - Eduard



48 456 Sukhoi Su-7BKL Exterior (Kopro) - Eduard



48 450 Gloster Sea Gladiator (Roden) - Eduard

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Subject: Sukhoi Su-7BMK Wheel Well Doors
Scale: 1/48th
Product No.: 48 458
Type: Detail Set
Designed for: Kopro kit
Price: £7.25
Includes: This is an identical set to the previous one, although this is for the BMK version and is revised appropriately.

Subject: McDD F/A-18 Hornet Placards
Scale: 1/48th
Product No.: FE 196
Type: Detail Set
Designed for: Hasegawa kit
Price: £7.25

Includes: This is a pre-painted 'Zoom' set and it offers all the placards seen both inside the cockpit area (including the ejection seat) and other areas of the airframe like those in the ammunition bays and on the oleo legs.

Subject: N.A. P-51 Mustang Placards
Scale: 1/48th
Product No.: FE 198
Type: Detail Set
Designed for: Tamiya kit
Price: £7.25

Includes: This is another pre-painted 'Zoom' set and offers the warning placards for the cockpit (instrument panel, sidewalls etc) and other areas of the airframe like those in the ammunition bays and on the oleo legs.

Subject: McDD F/A-18C Hornet Placards
Scale: 1/48th
Product No.: FE 223
Type: Detail Set
Designed for: Hasegawa kit
Price: £9.30

Includes: This is another pre-painted 'Zoom' set, albeit that this is the more usual one and therefore covers the whole cockpit interior. It offers various details for the ejection seat including belts and the placards on the head-box unit and instrument panel facias with acetate backing film.

1/32nd Scale

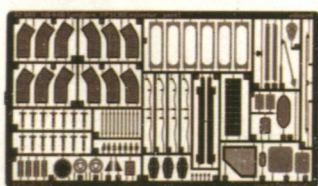
Subject: MiG-21F Interior
Scale: 1/32nd
Product No.: 32 081
Type: Detail Set
Designed for: Trumpeter
Price: £12.50

Includes: This set deals with just the cockpit area of the kit and gives the internal armoured windscreen surround, armoured panels either side of the upper instrument panel coaming, gunsight frame, instrument panels with acetate film of printed paper backing, canopy surround, sidewalls, side consoles with all associated controls and levers, rudder pedals, canopy sills and locking linkage, ejection seat cushion, side panels and a complete set of belts.

Subject: Hughes AH-64D Apache Interior
Scale: 1/32nd
Product No.: 32 094
Type: Detail set
Designed for: Kangham kit
Price: £14.40

Includes: This set offers various interior details for the Apache. These include seat belts, seat armour, side consoles, instrument panels with acetate film or printed paper backing, rear and mid bulkhead details and various handles and details inside the canopy area.

Subject: Hughes AH-64D Apache Exterior
Scale: 1/32nd
Product No.: 32 095
Type: Detail set
Designed for: Kangham kit
Price: £14.40



32 095 Hughes AH-64D Apache Exterior (Kangham) - Eduard

Includes: This exterior set offers new wheel hubs, various access panels, reinforcing ribs and screens for the exterior of the airframe, the 'disco light', underbelly panel, tie-down eyelets, numerous detail parts for the rotor head, exhaust ribbing and edges, chaff dispensers, tailwheel details, windscreen wipers, radar dish details, cable cutters and various grab handles.

Subject: McDD F/A-18C Hornet Placards
Scale: 1/32nd
Product No.: 32 108
Type: Detail Set
Designed for: Academy kit
Price: £9.30

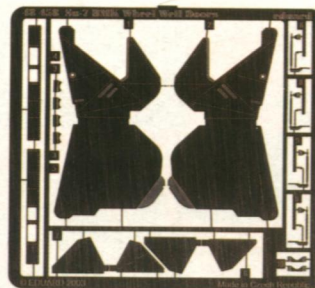
Includes: This is a very welcome set and it offers all the placards seen both inside the cockpit area (including the ejection seat) and other areas of the airframe (e.g. radar, wheel wells and undercarriage doors).

Subject: Hughes AH-64D Apache Armament Set
Scale: 1/32nd
Product No.: 32 110
Type: Detail set
Designed for: Kangham kit
Price: £12.50

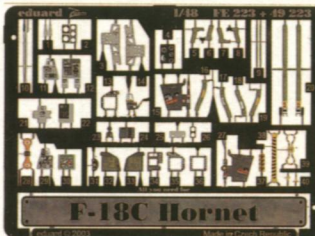
Includes: This set includes missile fins (with a handy alignment tool included in the set), multiple launcher rack details, rocket launcher grills and the ammunition feed and wiring units for the nose-mounted cannon.

Conclusion

We expect a lot from the likes of Eduard nowadays, and all of the above sets certainly attain this. The depth of coverage and quality of production is excellent, but this comes at a price (ever increasing it would seem here in the UK - e.g. the



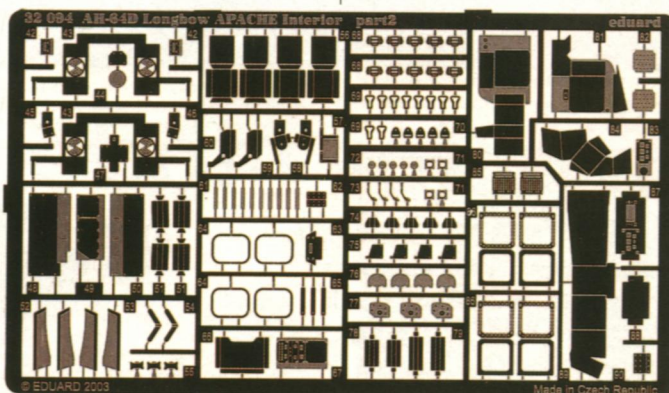
48 458 Sukhoi Su-7BMK Wheel Well Doors (Kopro) - Eduard



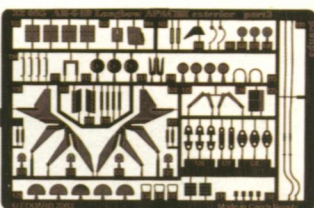
FE 223 McDD F/A-18C Hornet Placards (Hasegawa) - Eduard

EH.101 Merlin set costing more than the kit!). I have to say though that you simply can't beat the pre-painted cockpit placards sets and those scribing sets are well worth investing in.

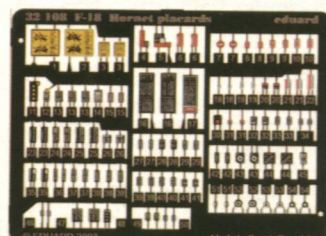
Our thanks to Eduard M.A. for the review sample. UK modellers can obtain this range from Hannants and LSA Models.



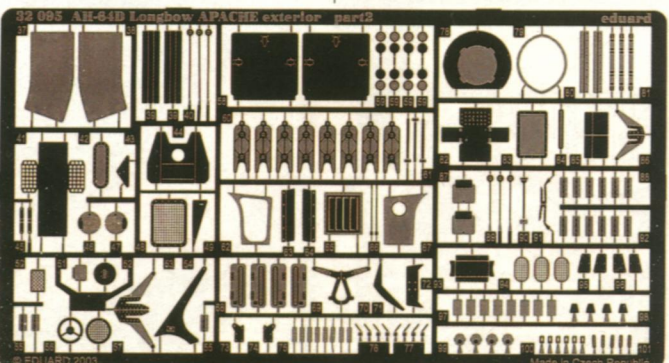
32 094 Hughes AH-64D Apache Interior (Kangham) - Eduard



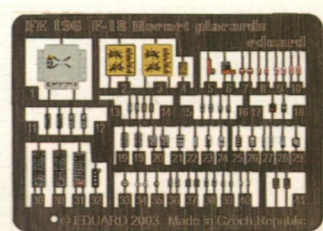
32 095 Hughes AH-64D Apache Exterior (Kangham) - Eduard



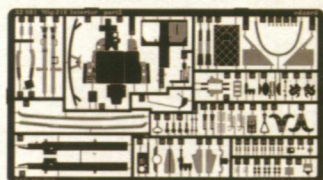
32 108 McDD F/A-18C Hornet Placards (Academy) - Eduard



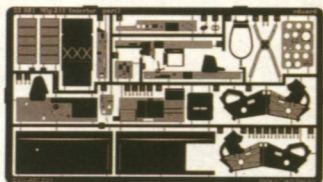
32 095 Hughes AH-64D Apache Exterior (Kangham) - Eduard



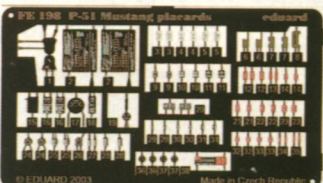
FE 196 McDD F/A-18 Hornet Placards (Hasegawa) - Eduard



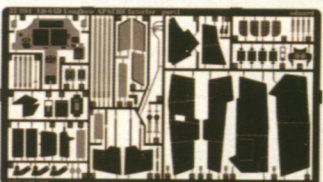
32 081 MiG-21F Interior (Trumpeter) - Eduard



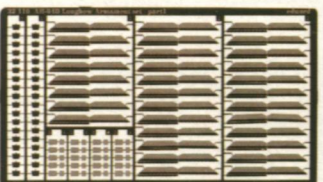
32 081 MiG-21F Interior (Trumpeter) - Eduard



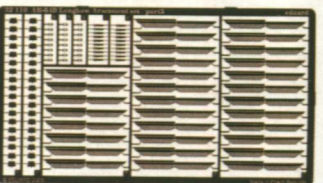
FE 198 N.A. P-51 Mustang Placards (Tamiya) - Eduard



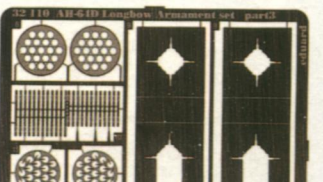
32 094 Hughes AH-64D Apache Interior (Kangham) - Eduard



32 110 Hughes AH-64D Apache Armament Set (Kangham) - Eduard

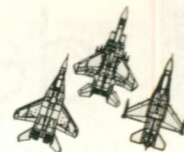


32 110 Hughes AH-64D Apache Armament Set (Kangham) - Eduard



32 110 Hughes AH-64D Apache Armament Set (Kangham) - Eduard

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2010 RLM 02 Grau	2023 RLM 70 Schwarzgrun	2033 RLM 82 Lichtgrun	3045 US Sea Blue Gloss	6110 Dk. Earth	6119 Slate Gray
2011 RLM 04 Gelb	2024 RLM 71 Dunkelgrun	2034 RLM 83 Dunkelgrun	3046 US Intern. Blue	6111 Dk. Green	6120 Interior Green
2012 RLM 21 White	2025 RLM 74 Graugrun	2035 RLM 84? Graublau (I)	3047 US Lt. Gull Gray	6112 Ocean Gray	6121 Mediterranean Blue

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decals

AeroMaster

The latest batch of releases from AeroMaster has been sent directly to us for review this month.

1/48th Scale

48-584 - F-100D Super Sabres [USAF Part I]

- F-100D, S/No. 56-3277 of the 67th TFW based at Kadena, Okinawa in 1963.
- F-100D, S/No. 55-3691 flown by the Commander of the 49th TWF based at Spangdahlem, Germany in 1960.

48-617 - Marauding Invaders [Best Sellers Pt.III]

- RB-26C, S/No. 44-35581 of the 363rd TRW based at Shaw AB in 1954.
- RB-26C, S/No. 44-35651, 'Hot Ta Go' of the 12th TRS based at Kimpoo AB, Korea in 1953.
- B-26B, S/No. 44-34698, 'The 7th Chadwick', flown by Lt Col. Robert Hortney of the 13th BS, 3rd BG based in Korea in April-May 1952.

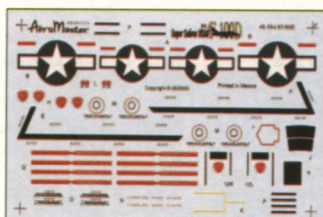
48-621 - PZL Early Versions

- P.11c, White 5' flown by Sub-Lt Wladyslaw Gnys of Esk.121 who scored the Allies' first aerial victory in this aircraft on the 1st September 1939.
- P.11c flown by Capt. Mieczyslaw who was the first Allied loss of WWII when he was shot down in this aircraft on the 1st September 1939.
- P.11c, 'White 9' of Esk.161 as seen during border defence flights in 1939.
- P.11c, 'White 5' of Esk.111 named in honour of Tadeusz Kosciuszko, Polish hero of the American War of Independence.
- P.11c, 'White 319', ex-Polish Air Force machine subsequently used by the Rumanian Air Force from 1941 onwards.
- P.11f of the Rumanian Air Force in 1942.

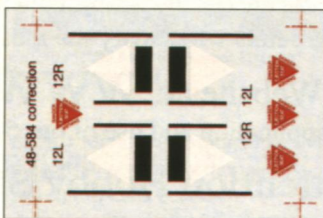
48-626 - Marauders [Best Sellers Pt.I]

- B-26B-25-MA, 'Flak Bait' of the 449th BS, 322nd BG.

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF



48-584 F-100D Super Sabres [USAF Part I] - AeroMaster



48-584 F-100D Super Sabres [USAF Part I] - AeroMaster

- B-26B-55-MA, S/No. 42-96191, 'Milk Run Special' of the 598th BS, 397th BG based at Steeple Morden in 1945.

48-636 - Too Little, Too Late, Fw 190D-9s Part I

- 'Blue 15' of IL/JG301 based at Straubing, Bavaria in the Spring of 1945.
- '<4>' of IL/JG6 based at Fürth, Germany in the Spring of 1945.
- 'Black 10' of IL/JG26 abandoned at Celle in the Spring of 1945.

48-637 - Too Little, Too Late, Fw 190D-9s Part II

- D-9 of IL/JG301 flown by Fw. Hagen Forster in the Spring of 1945.
- '<+>' of IL/JG6 in March 1945.



48-621 PZL Early Versions - AeroMaster



48-584 F-100D Super Sabres [USAF Part I] - AeroMaster

- 'Black 12' of IL/JG6 surrendered to the Allies at Fürth in May 1945.

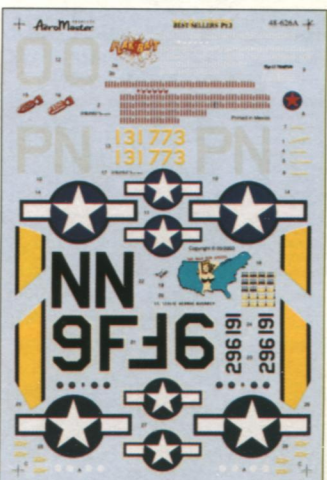
48-638 - Too Little, Too Late, Fw 190D-9s Part III

- 'Yellow 2' of JG2 used during Operation Boddenplatte in January 1945.
- 'Black 5', W/Nr.401382 which was captured by British Forces and passed to the USAAC in the Spring of 1945.
- 'Blue 2' of IV./JG3 based at Prenzlau, Germany in 1945.

1/32nd Scale

32-012 - Too Little, Too Late, Fw 190D-9s Part I

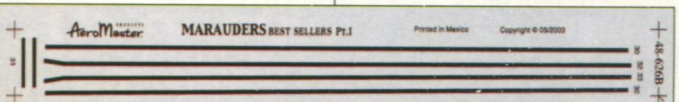
This sheet offers the same three options as seen on the 1/48th scale version #48-636.



48-626 Marauders [Best Sellers Pt.I] - AeroMaster



48-617 Marauding Invaders [Best Sellers Pt.III] - AeroMaster



48-626 Marauders [Best Sellers Pt.I] - AeroMaster



48-626 Marauders [Best Sellers Pt.I] - AeroMaster



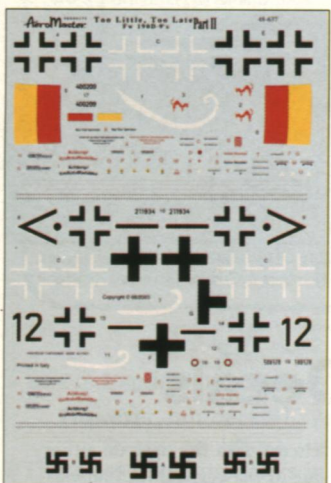
48-636 Too Little, Too Late, Fw 190D-9s Part I - AeroMaster

32-013 - Too Little, Too Late, Fw 190D-9s Part II

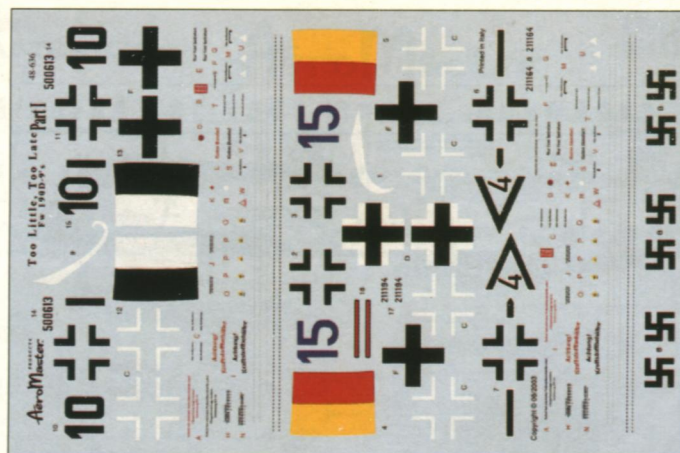
This sheet offers the same three options as seen on the 1/48th scale version #48-637.

32-014 - Too Little, Too Late, Fw 190D-9s Part III

This sheet offers the same three options as seen on the 1/48th scale version #48-638.



48-637 Too Little, Too Late, Fw 190D-9s Part II - AeroMaster



48-636 Too Little, Too Late, Fw 190D-9s Part I - AeroMaster

Conclusion

Another great selection of subjects from AeroMaster, all of which are printed to the normal high standards. The reissue of best sellers like the Invader and Marauder sheets will please those of you who missed them first time, while all the brand new sheets are certainly well worth considering.

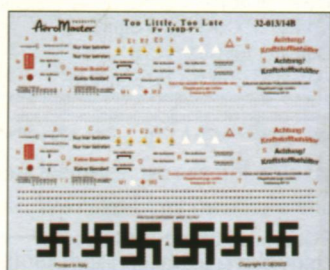
Our thanks to AeroMaster for the review samples. UK modellers may obtain this range from Hannants.



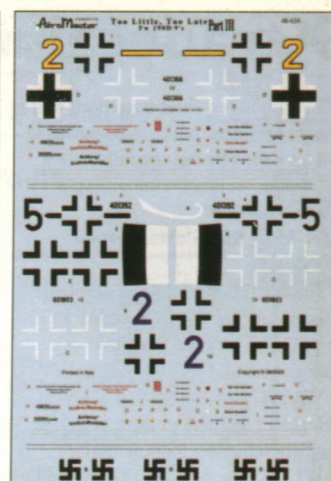
32-014 Too Little, Too Late, Fw 190D-9s Part III - AeroMaster



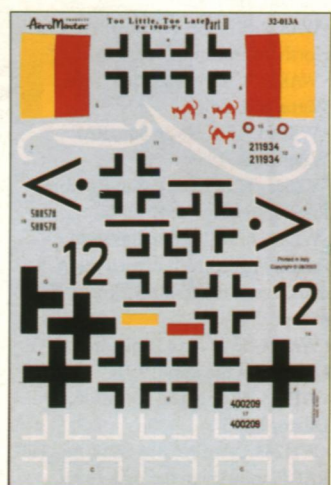
32-012 Too Little, Too Late, Fw 190D-9s Part I - AeroMaster



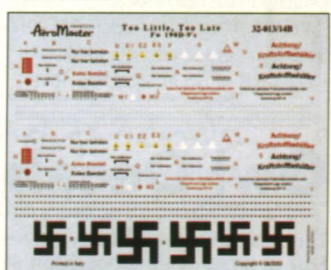
32-013 Too Little, Too Late, Fw 190D-9s Part II - AeroMaster



48-638 Too Little, Too Late, Fw 190D-9s Part III - AeroMaster



32-013 Too Little, Too Late, Fw 190D-9s Part II - AeroMaster



32-014 Too Little, Too Late, Fw 190D-9s Part III - AeroMaster

Iliad Design

Following on from our review of their first two sheets in the July edition (See Vol.9 Iss.7 Page 631), here are the latest releases from Iliad.

1/48th Scale

48003 - Pre-War Spitfire

- Mk I, K9795, '19', No.19 Squadron, Duxford, October 1938.
 - Mk I, K9843, DL-N, No.54 Squadron, Hornchurch, early Summer 1939.
 - Mk I, L1088, PR-E, No.609 Squadron, late-1939.
 - Mk I, K9927, JH-B, No.14 Squadron, Hornchurch, May 1938.
 - Mk I, serial number N/K (painted out), WZ-C, No.19 Squadron, Duxford, May 1939
- Price: £8.25

48004 - Normandie-Niemen Yaks

- Yak-1b, 'White 42' flown by Sub-Lieutenant Albert Durand, Rostov region, April 1943.
 - Yak-9, 'White 14', 'Le Pere Magloire' flown by Lieutenant Marcel Mefevre, Sloboda, October 1943.
 - Yak-3, 'White 6' flown by Marcel Albert, East Prussia, Spring 1945.
 - Yak-9T, 'White 60' flown by Capt. René Challe.
 - Yak-9T flown by Commandant Pierre Pouyade.
- Price: £8.25

Conclusion

This is another couple of excellent sheets which come with full colour instructions, a detailed bibliography and colour notes. The subject matter



48003 Pre-War Spitfire - Iliad Design



48004 Normandie-Niemen Yaks - Iliad Design

is welcome, as early Spitfire schemes are always welcome, and it is nice to have some alternative schemes for your ICM Yak kits at last. Highly recommended to all.

Our thanks to Iliad Design for the review samples. This range is available in the UK from Hannants and the quoted price is from that source.

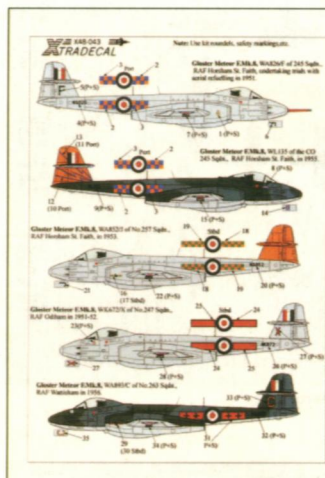
Xtradecals

This month sees three new sheets in this range, all of which have been passed to us for review by their manufacturer.

1/72nd Scale

X72-057 - RAF Gloster Meteor F Mk 8

- WK681, 'H' of No.65 Sqn Aerobatic Team, RAF Duxford, December 1953.
- WE947, 'L' of No.1 Sqn, RAF Tangmere, 1951.
- WA826, 'F' of No.245 Sqn, RAF Horsham St. Faith while undertaking inflight refuelling trials in 1951.
- WL315 flown by the CO of No.245 Sqn, RAF Horsham St. Faith in 1955.
- WK672, 'X' of No.247 Sqn, RAF Odiham, 1951-52.
- WA852, 'J' of No.257 sqn, RAF Horsham St. Faith, 1953.
- WA893, 'C' of No.263 Sqn, RAF Wattisham, 1956.
- WK803, 'V' of No.56 Sqn, RAF Waterbeach, 1953
- VZ531, 'K' of No.609 Sqn RAuxAF, RAF Finningley, 1957.
- WE876 of RAF Church Fenton Station Flight which carried the markings of the resident Nos.19, 72 & 85 Squadrons.
- WA794, 'X' of No.43 Squadron, RAF Leuchars in the early 1950s
- WF654, 'R' of No.64 Squadron, RAF Duxford, 1957.
- WH263, 'N' of No.616 Sqn RAuxAF, RAF Finningley in the mid-1960s.
- WH378, 'N' of No.54 Sqn, RAF Odiham in the early 1950s.
- WH476, 'T' used as a hack by No.89 Squadron, RAF Stradishall, 1956.
- VZ547, 'B' of No.74 Squadron, RAF



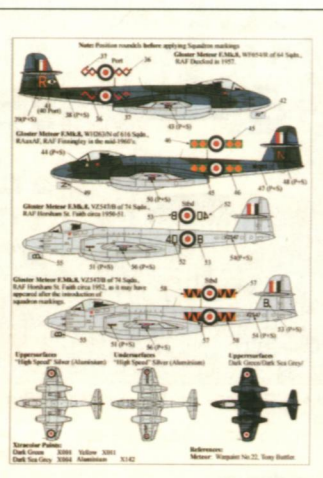
X48-043 - RAF Gloster Meteor F Mk 8 - Xtradecal

Horsham St. Faith in 1950-1.
 • VZ547, 'B' of No.74 Squadron, RAF Horsham St. Faith as it may have appeared after the introduction of squadron markings, circa 1952.
 Note: Option 8 took part in the Coronation flypast.

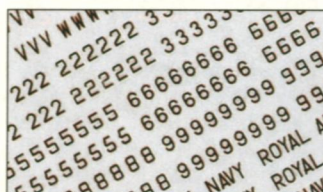
1/48th Scale

X48-043 - RAF Gloster Meteor F Mk 8

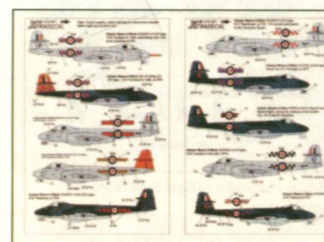
- WA826, 'F' of No.245 Sqn, RAF Horsham St. Faith while undertaking inflight refuelling trials in 1951.
- WL315 flown by the CO of No.245 Sqn, RAF Horsham St. Faith in 1955.
- WA852, 'J' of No.257 sqn, RAF Horsham St. Faith, 1953.
- WK672, 'X' of No.247 Sqn, RAF Odiham, 1951-52.
- WA893, 'C' of No.263 Sqn, RAF



- Wattisham, 1956.
- WF654, 'R' of No.64 Sqn, RAF Duxford, 1957.
- WH263, 'N' of No.616 Sqn RAuxAF, RAF Finningley, mid-1960s.
- VZ547, 'B' of No.74 Squadron, RAF Horsham St. Faith in 1950-1.
- VZ547, 'B' of No.74 Squadron, RAF Horsham St. Faith as it may have appeared after the introduction of squadron markings, circa 1952.



X48-044 - British Post War Black Letters, Numbers & Command Titles - Xtradecal



X72-057 - RAF Gloster Meteor F Mk 8 - Xtradecal

X48-044 - British Post War Black Letters, Numbers & Command Titles

This sheet offers black letters, numbers & command titles in 4in., 8in. and 12in. sizes in the font used by the British armed forces during the post-war period.

Conclusion

The first two sheets featured above do not include any national insignia, so these images will need to come from the kit's decal sheet. Both of them feature full colour instructions and can be highly recommended to all. Each sheet retails for £6.50.

Our thanks to Hannants for the review sample.

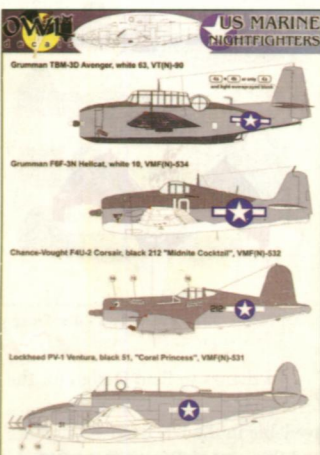
Owl Decals

This is not a range we have ever covered before, but this month we have been passed a sample of their third decal release for review.

1/72nd Scale

72003 - US Marine Nightfighters

- Grumman TBM-3D. 'White 63' of VT(N)-90 on USS Enterprise in March 1945.



72003 US Marine Nightfighters - Owl Decals

- Grumman F6F-3N, 'White 10' of VMF(N)-534 based on Guam in August 1944.
- Chance-Vought F4U-2 Corsair, 'Black 212', 'Midnite Cocktail' of VMF(N)-532 used by 1st Lt. Charles Canif, 1st Lt. Bruce Reuter and Capt. Howard Bollman while based on Saipan in the Summer of 1944.
- Lockheed PV-1 Ventura, 'Black 51', 'Coral Princess' of VMF(N)-531 flown by Sgt. Emerson, Cpl Burkett and Lt. John E. Mason from Banika Island in September 1943. This machine was equipped with AI Mk IV radar.

Conclusion

The style of both the decals and accompanying instructions is reminiscent of Tally Ho! and the decals include all the unique insignia for each option plus national insignia.

Our thanks to OWL (via CMR) for the review sample. At time of going to press we were unaware of a UK price or stockist for this range.

Whirlybird Decals

A new sheet from this manufacturer was recently passed to us for review by Aviation Heritage.

1/48th Scale

WB48012 - Tiger Hawk

- BAe Hawk T.1A, XX226, No.75(R) Squadron, RAF Valley, 1992. This machine is depicted in the all-black



WB48012 Tiger Hawk - Whirlybird Decals

scheme with the tiger on either side of the vertical fin that was applied in September 1992 and first seen at the RAF Finningley Open Day the same month.

Conclusion

This is a neat little sheet and one to make an attractive alternative scheme for the new Airfix kit. As anyone who has used their decals before will know, Whirlybird decals are printed on continuous carrier film, so care will be needed when removing each image from the backing sheet prior to their application, especially with the small stencils on this sheet!

Our thanks to Whirlybird Decals and Aviation Heritage for the review samples. Contact either source for price and availability.



AIRES AMERICA

AeroMaster PRODUCTS

Calibre 35
A Division of Pentagon Group Ltd.

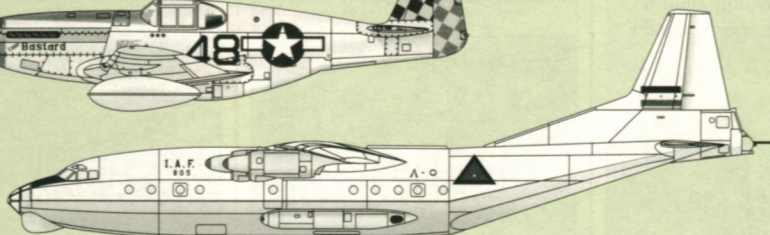
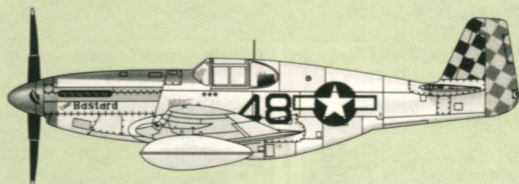
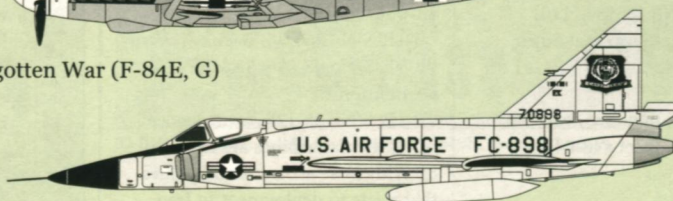
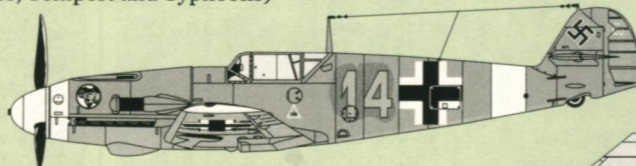
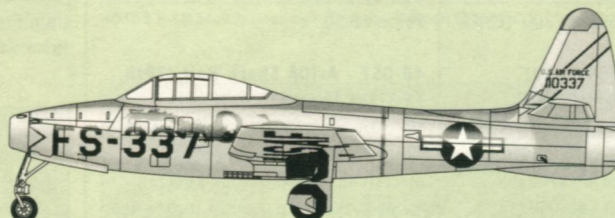


The best value for your money. Anywhere, anytime...

Eagle Strike & AeroMaster Decals Mid to Late October Release

Eagle Strike

- 48092 Checkertail Clan P-51's Pt. III
- 48132 Barbarossa Pt 1
- 48133 Barbarossa Pt 2
- 48135 RAF Early Roundels (Spitfires and Hurricanes)
- 48136 RAF Late Roundels (Spitfires, Hurricanes, Tempest and Typhoons)
- 48139 Augsburg Flyers (Bf-109 E,G) Pt. V
- 48140 Flying Daggers F-102 Pt. I
- 48141 Tomcats Pt. VI
- 48142 Tomcats Pt. VII
- 48143 ThunderJet Fighter Bombers of the Forgotten War (F-84E, G)
- 48144 Marseille, A Star in Afrika
- 72074 Russian National Insignia (W.W. II.)



AeroMaster

72-200 An-12 Cubs in the Air

Note to all of our customers, clients and friends..

Due to a sudden unexpected move to a larger and more convenient facilities, we are not able to meet our monthly release schedule.

However, our decals have arrived and are being processed now. We regret any inconvenience this delay may have caused you.

There are many modelers in the market place complaining that older, but good 1/32 scale kits have not been well catered to by the after market manufacturers. This group comprises those of us, who 30-40 years ago worked on the, at that time, predominant scale of 1/72, and have been slowly but surely drifting into 1/48 and lately 1/32 scale.

Well, we intend to change that, and today we have two new, fresh and exciting products to stimulate your appetite.

These two new items are manufactured for us by CMK in the Czech Republic, and are the first two subjects of our new line of 1/32 scale accessories. We all know CMK's quality, so we do not need to expand on this issue.

These items include many resin parts, photo etch and acetate (clear film) parts, as well as a beautiful new full color packaging, showing color photos of the assembled and painted product. A real tempting packaging. Easy to follow, assembly and painting instructions are included. These items are marketed under the Grand Phoenix Products label and will be ready for shipping on October 10, 2003.

Now, let me tell you about the subjects and components of these first two sets:

1. GPR32001 1/32 ME262 Cockpit, interior and main wheel well detail set
2. GPR32002 1/32 ME163 complete Cockpit detail set

To complement these two and all future sets, AeroMaster will be issuing several sheets for these particular 1/32 scale subjects.

Available at hobby stores NOW or directly from us at...

www.aeromaster.com
www.eaglestrikeprod.com



our new address!!

Most orders for existing items shipped within 48 hours.

Office and Warehouse: 12902 SW 132nd Ct. Miami, FL. 33186 U.S.A Ph: (786) 293-0411, Fax: (786) 293-5822.

Twobobs Aviation Graphics

The latest batch of new sheets from the Bobs in the USA has made its way directly to us for review.

1/72nd Scale

72-022 - F/A-18E Super Bugs [VFA-14 Tophatters]

- F/A-18E, BuNo.165861, '200' (CAG bird).
 - F/A-18E, BuNo.165862, '201'.
 - F/A-18E, BuNo.165867, '206'.
- All three of these Super Hornets are operated by VFA-14 off USS Nimitz. Note: These options are available in 1/48th scale as sheet #48-040. Price: £8.50

72-023 - F/A-18F Super Bugs [VFA-41 Black Aces]

- F/A-18F, BuNo.165876, '100' (CAG bird).
 - F/A-18F, BuNo.165877, '101'.
 - F/A-18F, BuNo.165884, '110'.
- All three of these two-seat Super Hornets are operated by VFA-41 off USS Nimitz. Note: These options are available in 1/48th scale as sheet #48-041. Price: £8.50

1/48th Scale

48-056 - Grumman F-14B VF-32 Gypsy Swordsmen

- F-14B Plus, BuNo.162916, '100' of VF-32 on USS Harry S. Truman.

- F-14B Plus, BuNo.163224, '107' of VF-32 on USS Harry S. Truman. Both of these machines carried special nose art to honour the memory of the crew of the ill-fated Space Shuttle Columbia flight STS-107. Price: £8.50

48-057 - A-10A Shark Bait (79th FS Tiger Sharks)

- A-10A, S/No. 81-987, call-sign 'KC' flown by Capt Kim Campbell. This aircraft sustained battle damage while supporting ground troops near Baghdad during Operation Iraqi Freedom in April 2003.
- A-10A, S/No. 80-208.
- A-10A, S/No.80-252, flown by Capt 'Tweeder' Twesme. Price: £8.50

48-058 - B-1B Seek & Destroy

- B-1B, S/No.86-138, 'Seek & Destroy'
 - B-1B, S/No.86-095, 'Dakota Demolition'
 - B-1B, S/No.86-125, 'Swift Justice'
- All of these machines are depicted carrying nose art and bomb tallies that relate to deployment in Iraq, albeit that they were only applied once the aircraft returned from the deployment. Price: £8.50

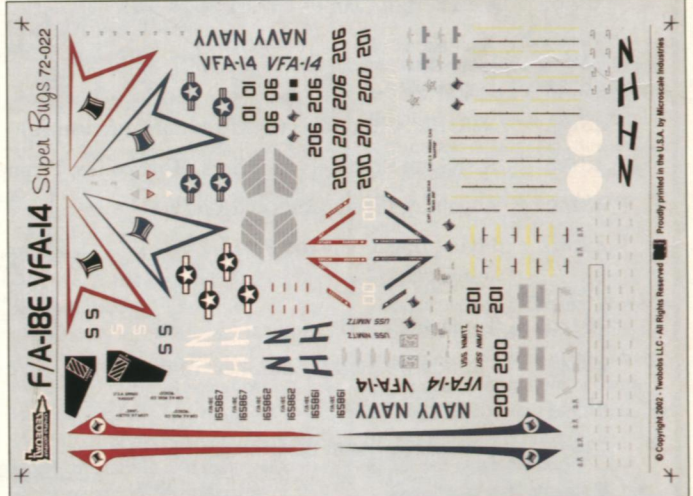
48-059 - F/A-18C VFA-25 Fist of the Fleet

- F/A-18C, BuNo.164633, '400'
 - F/A-18C, BuNo.164645, '411'
- Both of these machines were operated by VFA-25 on USS Abraham Lincoln during Operation Iraqi Freedom. Price: £8.50

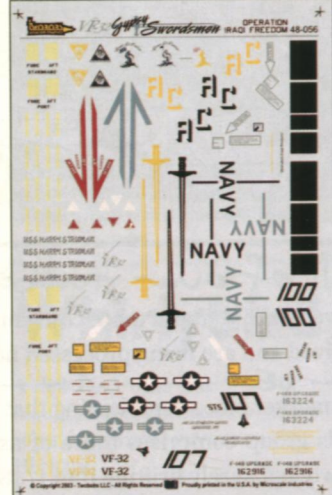
1/32nd Scale

32-013 - A-10A 'KC' and the Ragin Cajuns

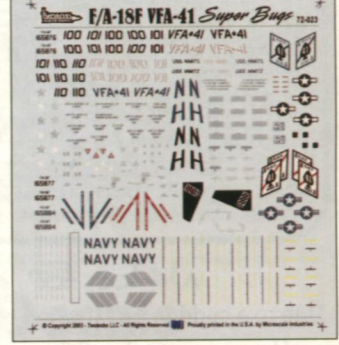
- A-10A, S/No. 81-987, call-sign 'KC' flown by Capt Kim Campbell. This aircraft sustained battle damage while supporting ground troops near Baghdad during Operation Iraqi Freedom in April 2003.
- A-10A, S/No. 79-111 of the 706th



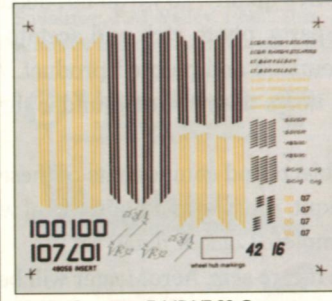
72-022 F/A-18E Super Bugs [VFA-14 Tophatters] - Twobobs Aviation Graphics



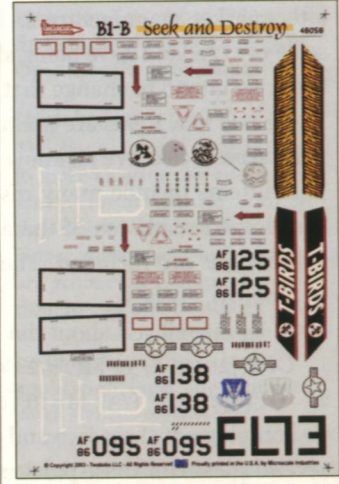
48-056 Grumman F-14B VF-32 Gypsy Swordsmen - Twobobs Aviation Graphics



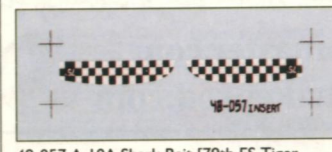
72-023 F/A-18F Super Bugs [VFA-41 Black Aces] - Twobobs Aviation Graphics



48-056 Grumman F-14B VF-32 Gypsy Swordsmen - Twobobs Aviation Graphics



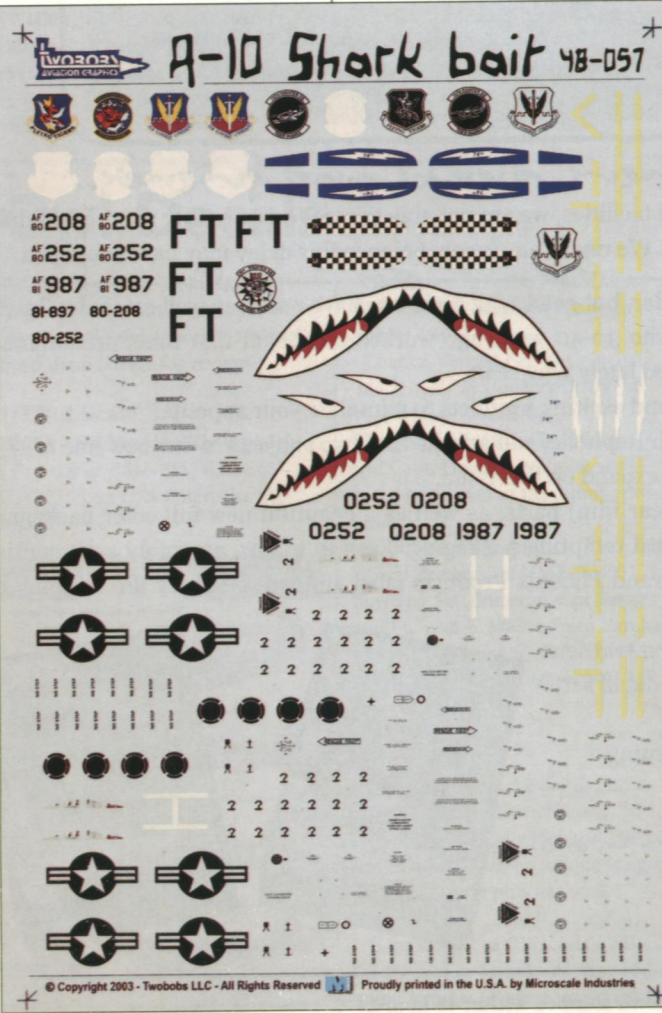
48-058 B-1B Seek & Destroy - Twobobs Aviation Graphics



48-057 A-10A Shark Bait [79th FS Tiger Sharks] - Twobobs Aviation Graphics



48-058 B-1B Seek & Destroy - Twobobs Aviation Graphics



48-057 A-10A Shark Bait [79th FS Tiger Sharks] - Twobobs Aviation Graphics



48-058 B-1B Seek & Destroy - Twobobs Aviation Graphics

FS, 926th FG based at Bagram, Afghanistan in 2002 in support of Operation Enduring Freedom. Price: £8.50

32-014 - F/A-18C VFA-25 Fist of the Fleet

- F/A-18C, BuNo.164633, '400'
- F/A-18C, BuNo.164645, '411'

Both of these machines were operated by VFA-25 on USS Abraham Lincoln during Operation Iraqi Freedom. Price: £11.75

Conclusion

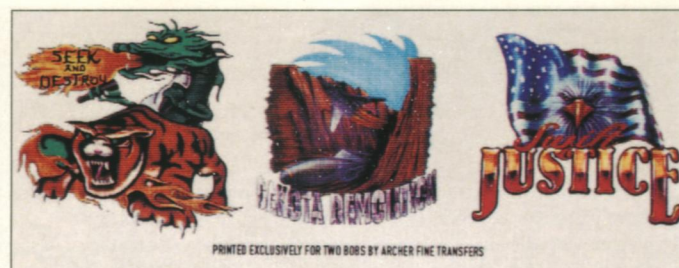
Each of the above 1/72nd and 1/48th scale featured sheets retails for \$9.50, while the two in 1/32nd scale are \$13.00 each (UK prices shown)



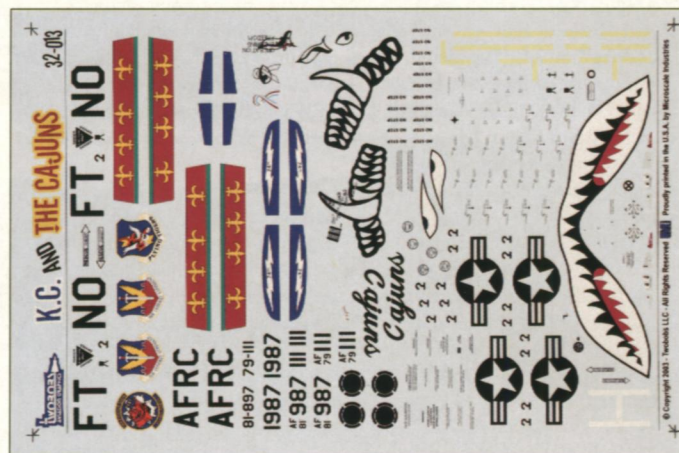
32-013 A-10A 'KC' and the Ragin Cajuns - Twobobs Aviation Graphics

above). They are all up to the superb standard we expect from Twobobs, with the nose art on the B-1B being produced as rub-down transfers by Archer for Twobobs. Please note that for customers in the USA, Twobobs products will now only be available directly from them (visit www.twobobs.net for more information). Non-US customers are unaffected by this, with the range still being available from specific outlets. UK modellers can obtain the Twobobs range from Hannants.

Our thanks to Twobobs Aviation Graphics for the review samples.



48-058 B-1B Seek & Destroy - Twobobs Aviation Graphics



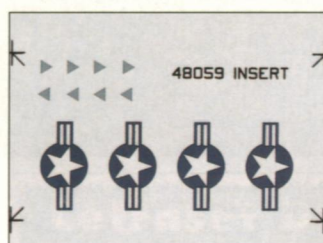
32-013 A-10A 'KC' and the Ragin Cajuns - Twobobs Aviation Graphics



48-059 F/A-18C VFA-25 Fist of the Fleet - Twobobs Aviation Graphics



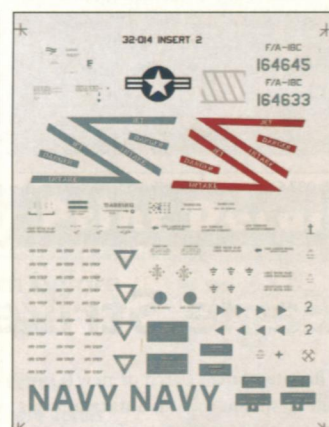
32-014 F/A-18C VFA-25 Fist of the Fleet - Twobobs Aviation Graphics



48-059 F/A-18C VFA-25 Fist of the Fleet - Twobobs Aviation Graphics



32-014 F/A-18C VFA-25 Fist of the Fleet - Twobobs Aviation Graphics



32-014 F/A-18C VFA-25 Fist of the Fleet - Twobobs Aviation Graphics

Model Alliance

This month sees a single new sheet from this manufacturer, a sample of which has been passed directly to us for review by The Aviation Workshop.

1/72nd Scale

MA-72104 - Panavia Tornado GR.1/GR.4 [RAF Part I]

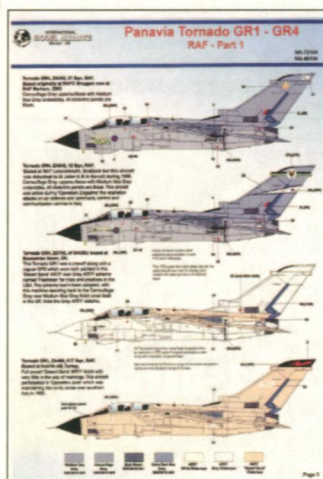
- GR.4A, ZA369, 'U' of No.13 Squadron, RAF Lossiemouth
- GR.1A, ZA370, No.2(AC) Squadron, RAF Marham
- GR.1, ZA592, No.2(AC) Squadron, RAF Marham in Winter distemper camouflage.
- GR.4, ZD847, 'AA' of No.9 Squadron, previously at RAF Bruggen, now at RAF Marham.
- GR.4, ZA542 of No.31 Squadron, previously at RAF Bruggen, now at RAF Marham.

- GR.4, ZA542, 'FJ', No.12 Squadron RAF Lossiemouth.
- GR.4, ZD792 of SAEU based at Boscombe Down in the test desert scheme known as 'Flashman'
- GR.1, ZA460, 'AJ-A' of No.617 Squadron based at Incirlik AB, Turkey in 1992.

Conclusion

The sheet includes all the markings, including national insignia, for all eight options plus comprehensive colour instructions which include colour matches. The set also contains one complete set of stencils.

My thanks to The Aviation Workshop for the review samples. Examples can be obtained directly from them, or we understand that Hannants have stock of this range.



MA-72104 Panavia Tornado GR.1/GR.4 [RAF Part I] - Model Alliance



MA-72104 Panavia Tornado GR.1/GR.4 [RAF Part I] - Model Alliance

Lifelike Decals

It has been a while since we reviewed any of this manufacturers sheets, back in April 2003 (Vol.9 Iss.4 Page 332), so the two new sheets which have been passed directly to us for review, are most welcome.

1/48th Scale

48-006 - Supermarine Spitfire Mk XVI Part I

- SL721, MR-J flown by Air Marshall James Robb CinC Air Command, probably from Bovington in 1946.
- Serial unknown, GE-D, 'Winston Churchill', flown by Sqn Ldr Raymond A.F. Lallemand of No.349 (Belgium) Squadron, Fassburg, Germany, 1946.
- TD231, MN-J of No.350 Squadron, Royal Belgian Air Force based at Fassburg, Germany in 1946
- TE199, the all-black personal hack of the Air Officer Commanding, No.21 Group, RAF Swindery, September 1948

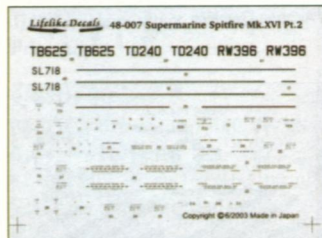
48-007 - Supermarine Spitfire Mk XVI Part 2

- TD240, WX-V, flown by Sqn Ldr Boleslaw Kaczmarek of No.302 (Polish) Squadron, Varrelbusch, Germany in June to early-August 1945.
- Serial unknown, OU-V flown by W/O. M.J.C. Lind of No.485 (RNZAF) Squadron, Fassburg, Germany in June-August 1945.
- SL718, RAS-D of No.612 RAuxAF Squadron as seen during the Cooper Air Race at Elmdon in July 1949.
- RW396, JWL-F of the Central Gunnery School, Leconfield, 1946-7.

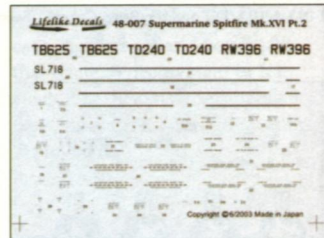
Conclusion

Each of these sheets has full colour instructions and has been printed in Japan. Each is a limited edition, so is well worth investing in. An identical set in 1/72nd scale is also available (#72006 & 72007).

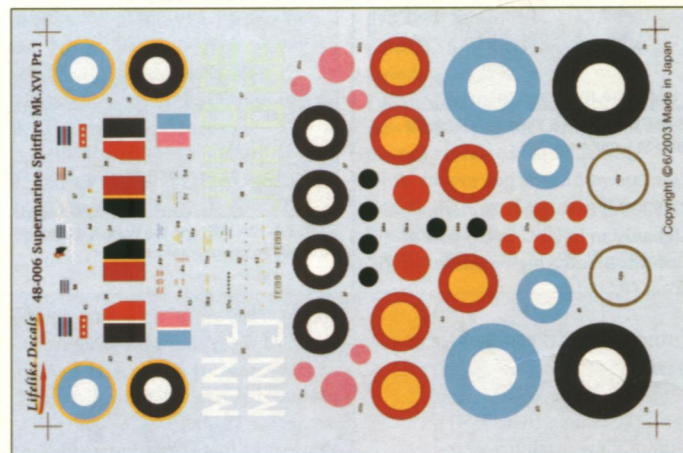
Our thanks to Lifelike Decals for the review samples. UK modellers can obtain this range from Hannants.



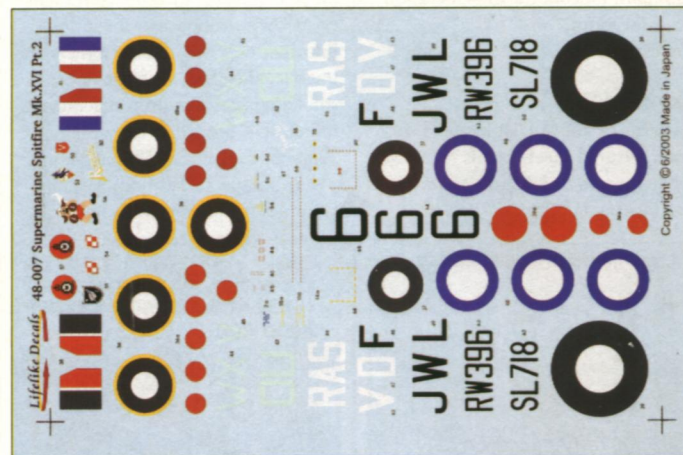
48-007 Supermarine Spitfire Mk XVI Part 2 - Lifelike Decals



48-006 Supermarine Spitfire Mk XVI Part I - Lifelike Decals



48-006 Supermarine Spitfire Mk XVI Part I - Lifelike Decals



48-007 Supermarine Spitfire Mk XVI Part 2 - Lifelike Decals

Eagle Strike

The latest small batch of new releases from this manufacturer has been sent directly to us for review this month.

1/32nd Scale

32049 - Freedom Hornets, Part I

- F/A-18A, BuNo.162877, '400' of VFA-204 'River Rattlers'.
- F/A-18C, BuNo.164261, '401', flown by Cmdr Kevin 'Hozer' Miller the CO of VFA-105 'Gunslingers' on USS Enterprise

during Operation Desert Fox in 1999.

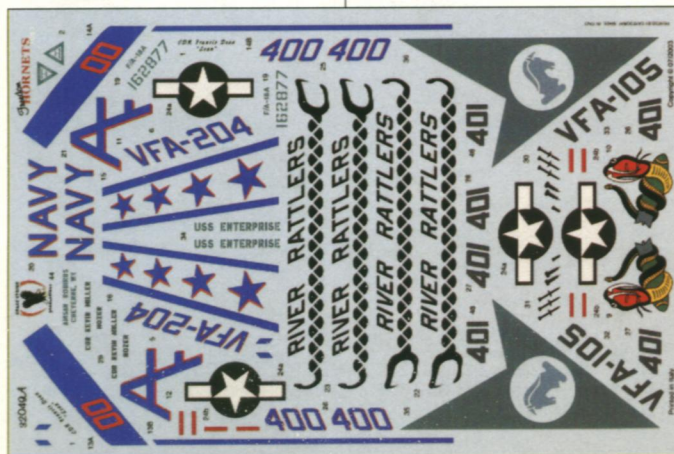
32050 - Freedom Hornets, Part 2

- F/A-18C, BuNo.163446, '400', flown by Capt Shufflebeem (the CAG) and Capt Cunninghame (the Deputy CAG) of VFA-84 'Sidewinders' on USS George Washington during a visit to Miami in 1996.
- F/A-18C, BuNo.163471, '400', flown by Capt Bill McCarthy the

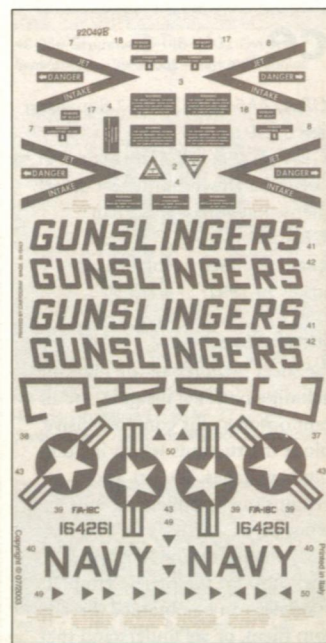
CAG of VFA-81 'Sunliners' on USS George Washington in June 2001.

32051 - Freedom Hornets, Part 3

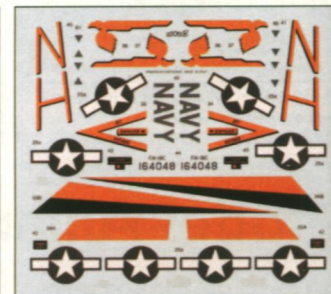
- F/A-18C, BuNo.165182, '300', flown by Capt 'Brick' Nelson (the CAG) and Capt 'Killer' Kilkenny



32049 Freedom Hornets, Part I - Eagle Strike



32049 Freedom Hornets, Part I - Eagle Strike



32051 Freedom Hornets, Part 3 - Eagle Strike



32051 Freedom Hornets, Part 3 - Eagle Strike



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(the Deputy CAG) of VFA-37 'Bulls' on USS Enterprise during Operation Desert Fox in 1999. • F/A-18C, BuNo.164046, '400', flown by Capt R.C. Thompson (CAG) and Capt D.P. Quinn (Deputy CAG) of VFA-147 'Argonauts' on USS John C. Stennis in June 2001.

Conclusion

These are some colour options for the new Academy F/A-18 and they are all printed to the high standards we expect from Eagle Strike.

Our thanks to Eagle Strike for the review samples. UK modellers may obtain this range from Hannants.



32050 Freedom Hornets, Part 2 - Eagle Strike



32050 Freedom Hornets, Part 2 - Eagle Strike

Custom Aeronautical Miniatures

The latest batch of sheets from this American manufacturer has been sent to us for review by their worldwide distributor, Brookhurst Hobbies.

1/48th Scale

48-117 - Thoroughbred Mustang

- P-51D-20-NA, WR-Q, S/No.44-63259, 'Cherrine' flown by D.V. Galer of the 354th FS, 355th FG in 1944.
- P-51D-5-NA, WD-C, flown by Col. Donald Blakeslee of the 335th FS, 4th FG in 1945.
- P-51D-20-NA, CS-T, 'Skeeter's Scooter', flown by Lt. John McAlevy of the 370th FS, 359th FG in 1944.
- P-51D-20-NA, 'Look Homeward Angel' flown by Art McCormick of the 385th FS, 364th FG in 1944.

Price: \$10.00

1/32nd Scale

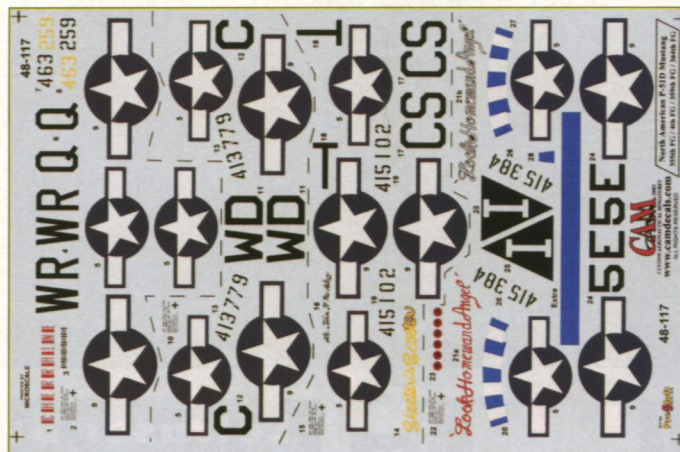
32-158 - Thoroughbred Mustang

- P-51B, S/No.43-6523, 'Leakin' Lizz', flown by Lt. Charles Blair of the 358th FS, 355th FG in 1944.
- P-51B, S/No.43-6437, flown by Col. Donlad Blakeslee of the 4th FG.

Price: \$10.00

32-152 - Hornets' Nest [F/A-18C VFA-15 Valions]

- F/A-18C, BuNo. 164627, '300' of



48-117 Thoroughbred Mustang - CAM

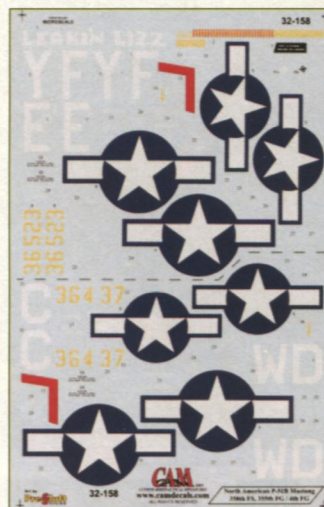
VFA-15 Valions on USS Enterprise CVW-8 during 2001.
Price: \$12.00

32-156 - Big & Deadly Jugs

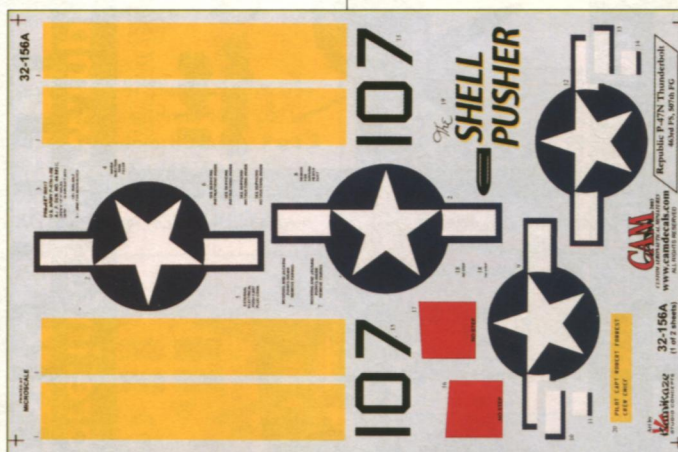
- P-47N, S/No. 44-88313, 'The Shell Pusher' of the 463rd FS, 507th FG



32-156 Big & Deadly Jugs - CAM



32-158 Thoroughbred Mustang - CAM



32-156 Big & Deadly Jugs - CAM

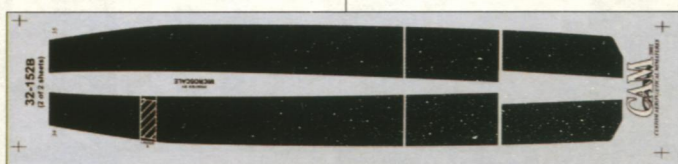
based at Le Shima in 1945.
Price: \$12.00

Conclusion

This is a good batch of releases from CAM. All of them are beautifully printed by Microscale and feature

new all colour instructions, which are a vast improvement on the older style black and white ones.

Our thanks to Brookhurst Hobbies for the review samples.



32-152 - Hornets' Nest [F/A-18C VFA-15 Valions] - CAM

PHOTOETCH 1/48

48422 F-104C Starfighter F.O.D. HAS
48431 F-86D Sabre Dog F.O.D. REV/PRO
48432 F-15 Eagle F.O.D. REV/MON
48433 F-14 Tomcat F.O.D. HAS
48434 F-4 Phantom F.O.D. HAS
48436 F-16 Falcon F.O.D. HAS
48438 MiG-29 F.O.D. ACA
48441 F-8E F.O.D. HAS
PHOTOETCH 1/72
72408 F-104 C/G Starfighter F.O.D. HAS
72409 F-15 Eagle F.O.D. HAS
72410 F-14 Tomcat F.O.D. HAS
72411 F-4 Phantom F.O.D. HAS
72412 F-86F Sabre F.O.D. FUJ
72413 F-86D Sabre Dog F.O.D. HAS
72414 F-16 Falcon F.O.D. HAS

COLOR PHOTOETCH 1/48
49009 Remove Before Flight

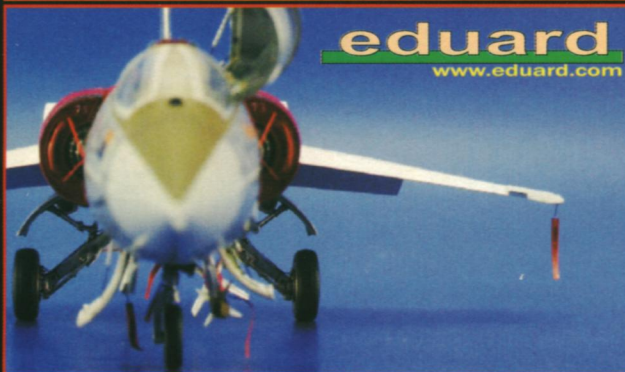
COLOR PHOTOETCH 1/72
7308 Remove Before Flight

COLOR PHOTOETCH 1/32
35501 Remove Before Flight

F.O.D., Remove Before Flight ...

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Quick Look

Nord 1500 Griffon II

by Jacques Niot

1/48th Scale

Manufactured by



Imported in UK by



It seems that FM (or Fonderie Miniature - their former activity was the casting of metal figures) have decided to depart from the 'beaten track' by releasing a range of such esoteric subjects as post-war French prototypes, the first being the Griffon II. The aircraft was unique in that it was powered by a ramjet associated with a centrally mounted turbojet, a configuration which enabled it to break the speed world record in 1959 with 1538 km/h.

The model is moulded in good quality grey styrene with crisply engraved panel lines. All surfaces are very slightly grainy, a feature common to all short-run kits but

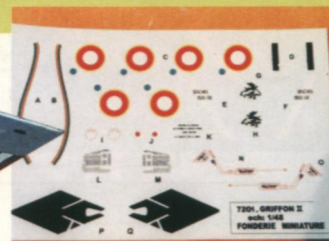
easily dealt with after a five minute sanding session.

All resin parts are nicely detailed, particularly the wheel well interiors and doors and the acetate cockpit transparencies (1 spare) are very clear.

The instructions (bilingual French/English) consist of two A-4 sheets.

One small photo-etched fret, in

some cases (seat, instrument panel, front undercarriage door) duplicating resin or metal parts, is included along with a beautiful decal sheet illustrating the speed record holder currently displayed at the Musée de l'Air et de l'Espace at Le Bourget.



SNCASO Griffon II

Scale: 1/48th

Kit No: 6032

Price: £TBA (€46.00)

Production: Limited

Panel Lines: Recessed ✓

Status: New Tooling ✓

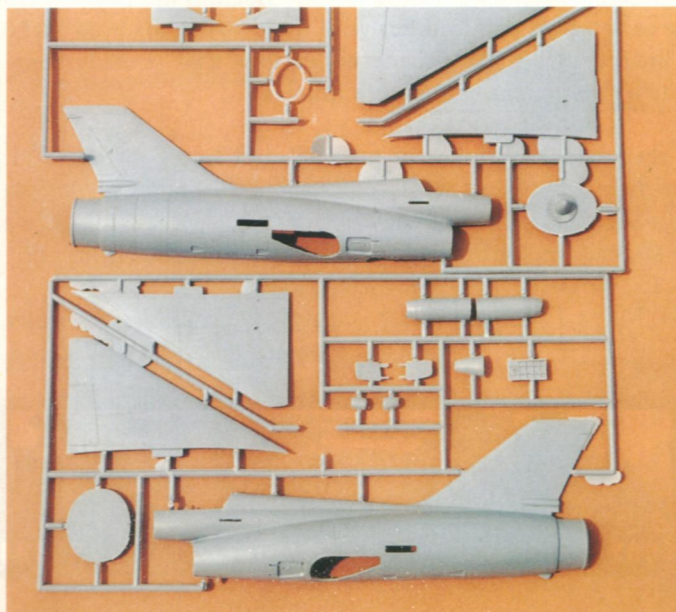
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic

Components: Plastic 19 (Grey), Resin 8, Metal 17, Etched 27, Clear 2

Decal Options: 1

Manufacturer: Fonderie Miniature S.A.R.L. (FM.)

UK Importer: Hannants





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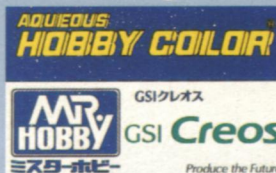
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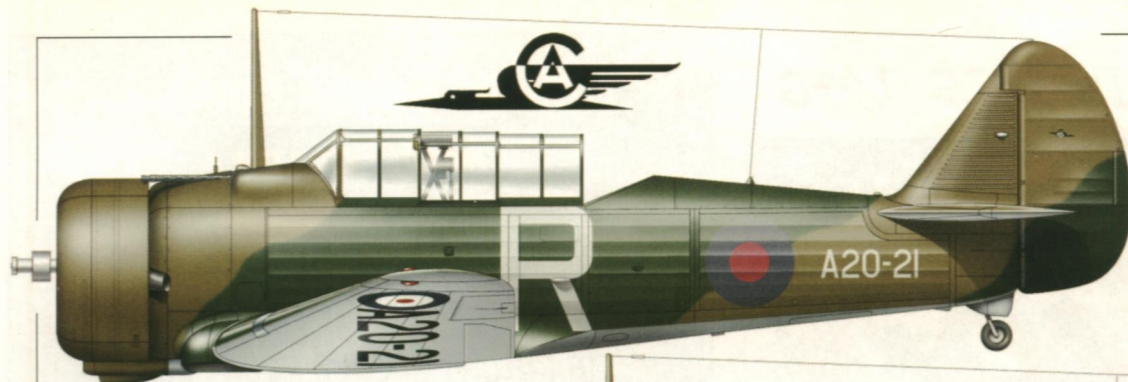
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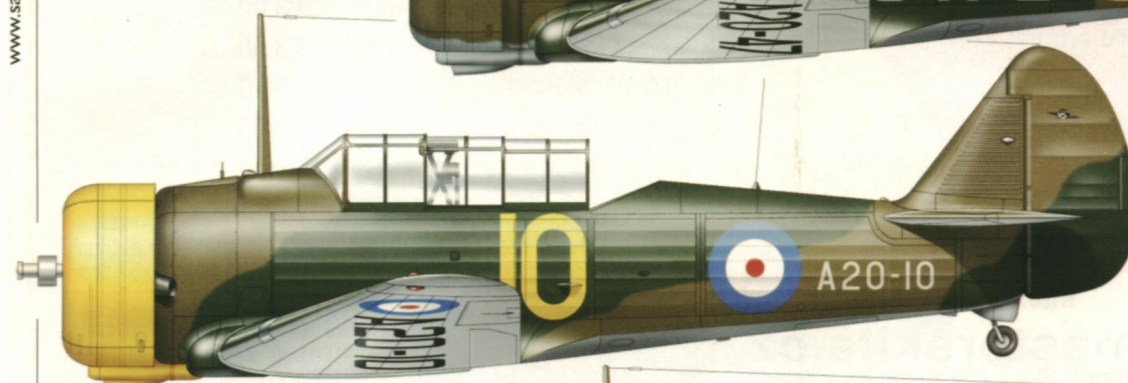
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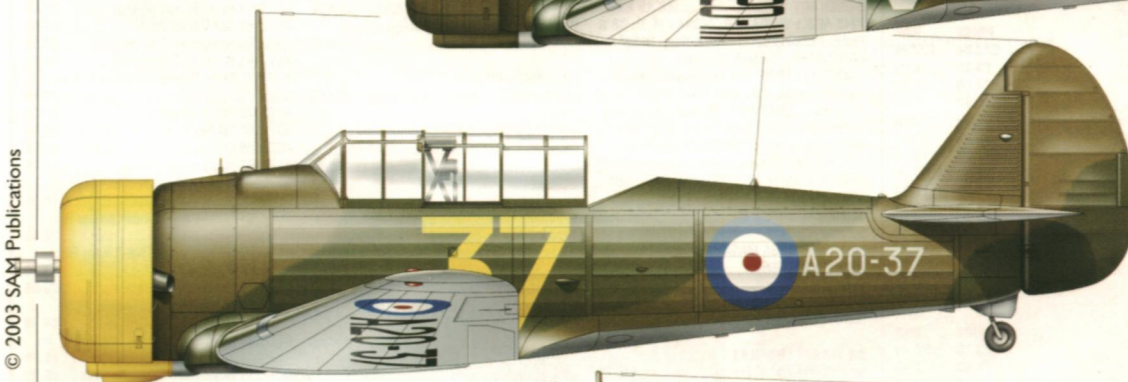
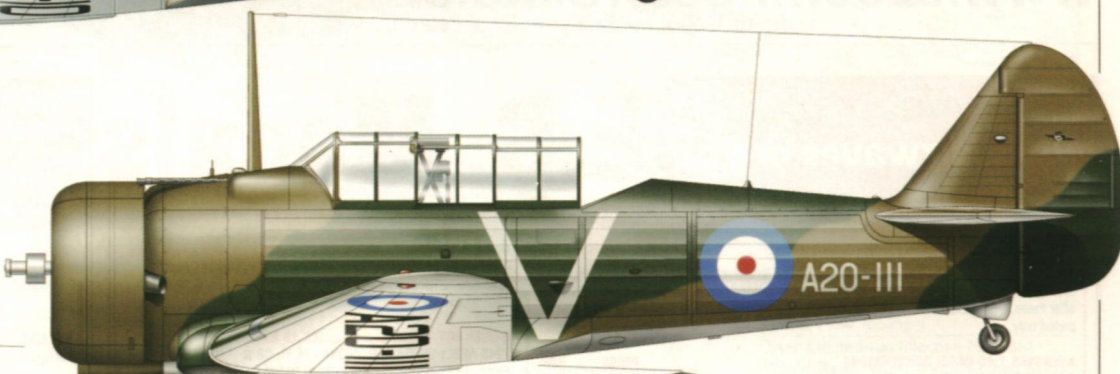
Wirraway A20-21/R, flown by Sqn Ldr F.N. Wright of No. 21 Squadron, Laverton, early 1940. Earth Brown/Foliage Green/Sky Blue scheme with Medium Sea Grey code and fuselage serial. 'B' style roundels on fuselage sides and top of wings; normal roundel under wing with serial repeated in black. Detail shows the CAC logo usually carried on rudder

Wirraway A20-47/GA-B, No. 21 Squadron, Singapore Island, 1941. Earth Brown/Foliage Green/Sky Blue scheme with Medium Sea Grey codes and fuselage serial. 'B' style roundel above wings; standard roundel underneath wing with serial repeated in black. Note non-standard yellow outline of fuselage roundel



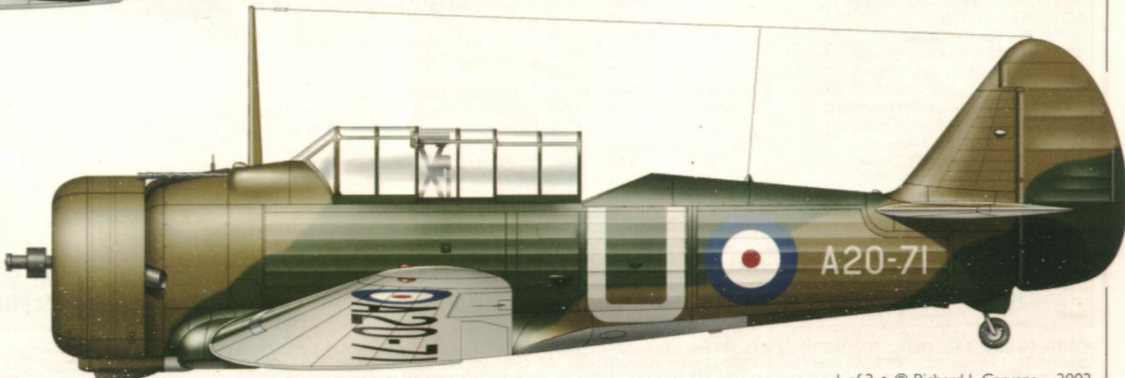
Wirraway A20-10/10, No. 2 Service Flying Training School, 1941. Earth Brown/Foliage Green/Sky Blue scheme with yellow cowling and code number '10' on fuselage. Early style roundels in six positions

Wirraway A20-111/V, No. 25 Squadron, Pearce, 1941. Earth Brown/Foliage Green/Silver finish with Medium Sea Grey codes and serial on fuselage. Early style roundels on fuselage sides and under wings; 'B' style roundels above wings. Serial repeated in black under wings



Wirraway A20-37/37, No. 2 Service Flying Training School, 1942. Earth Brown/Foliage Green/Sky Blue scheme with standard roundels on fuselage and underneath wings; 'B' style roundels above wings. Yellow cowling and '37' on fuselage sides; Medium Sea Grey serial, repeated in black underneath the wings

Wirraway A20-71/U, No. 24 Squadron, Rabaul, January 1942. Earth Brown/Foliage Green/Aluminium scheme with Medium Sea Grey codes and fuselage serial. Standard roundels on fuselage sides and underneath wings; 'B' style roundels above wings. Serial repeated under wings in black





A20-561, one of a number of preserved Wirraways in Australia. It was struck off charge in January 1946 and was later acquired by Dick Hourigan and Ron Lee. Eventually it was loaned to the RAAF Museum at Point Cook, Victoria. It wears late-style scheme of Foliage Green overall with white trim and Medium Sea Grey codes

THE COMMONWEALTH AIRCRAFT COMPANY Wirraway

by Richard J. Caruana

With a total of 755 examples built, the Wirraway claims a very special place in the history of aviation, and in that of Australia in particular. It helped establish that country's aviation industry within a very short time, and so successfully that an indigenous fighter aircraft from the same production lines became a reality within a few years. Richard J. Caruana takes a close look at this wonderful little aeroplane and illustrates the colourful schemes it carried throughout its service life with the Royal Australian Air Force.

The Wirraway's origins are closely linked with the birth of Australia's aviation industry. Although a number of small firms had been involved in the building of aircraft for the Royal Australian Air Force (RAAF) soon after the end of World War One, they were limited to the production of a series of trainers and found little scope for expansion. Their demise was inevitable.

In 1928, Marshal Sir J. Salmond (RAF) drew up an evaluation document on the role and future policy of the RAAF. It remained shelved for many years due to the industrial, commercial and financial depression then prevalent. The warlike preparations of such industrial giants as Germany and Japan, however, could not be ignored. It was during a trip to London in 1935 that Essington Lewis, Chief General Manager of the Broken Hill Proprietary (Pty) Co. Ltd., gained the support of Sir Harry McGowan of Imperial Chemical Industries. Interest was also shown by W.S. Robinson of the Zinc Corporation Ltd, for the setting up of an aviation industry in Australia on modern standards. Official interest was, to put it

mildly, very lukewarm. Indeed, had it not been for the intervention of Sir Archdale Parkhill, then Minister for Defence, and W.M. Hughes, these proposals would have never reached fruition.

Things began moving the following year, when a syndicate was formed between three major manufacturing companies, namely Lewis' own Broken Hill Pty Ltd, Broken Hill Smelters Pty Ltd, and General Motors-Holden's Ltd. At that time, the RAAF was hoping that it would increase its first-line strength by about 1,500 new aircraft within two years, and this provided the syndicate with excellent scope, although it could only hope to produce its first aircraft in around five years' time.

It was immediately decided that the first aircraft chosen for mass production in Australia would preferably be a training aircraft, and in order to find the ideal type from those already available overseas, a mission made up of three engineering officers was set up for the purpose. This mission visited Italy, France, Germany, Czechoslovakia, the United Kingdom, the Netherlands and the United States.

In its choice, the three-man delegation had to

ensure that in an emergency, the type of aircraft to be chosen could be built in great quantities even by semi-skilled labour. Also high among their priorities was the use of modern materials and techniques, such as stressed skin construction, retractable undercarriage, variable pitch propellers and, of course, a reliable power plant that could also form the basis of aero-engine production back home. Most important of all was the consideration that the selected type could be put into production as soon as possible and with a minimum of problems.

Having regarded all the points above, the mission unanimously recommended the licence production of the North American NA-33, powered by the single-row Wasp engine. Apart from being a very valid training aircraft, the single-row Wasp shared many components and construction techniques with its larger, 1,200hp twin-row sister, thus enabling the possibility of producing a much higher powered engine in future.

The Commonwealth Aircraft Corporation (CAC) Pty Ltd. was established on 17 October 1936 with an authorised capital of £1,000,000, with work



Wirraway A20-608/608, No. 5 Service Flying Training School, Uranquinty, 1942. Earth Brown/Foliage Green/Sky Blue with yellow '608' on fuselage sides and Medium Sea Grey serial. 'A1' style roundels on fuselage, 'B' style above the wings and standard roundels underneath; red/white/blue fin flash

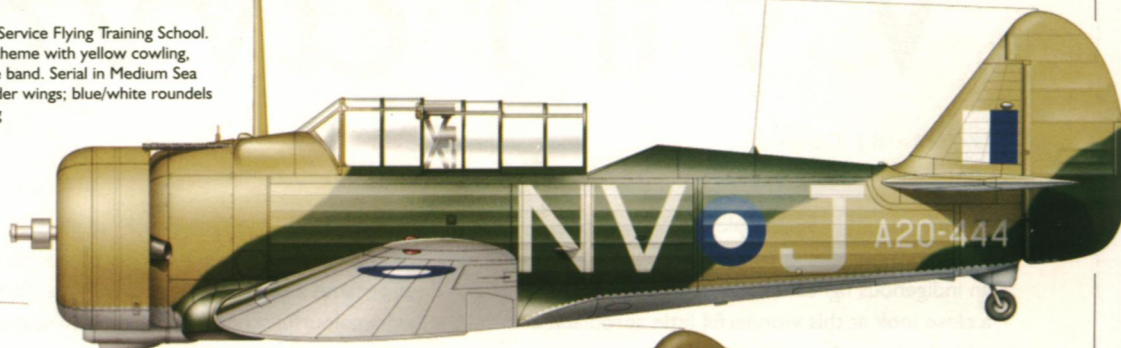


Above: Wirraway A20-103/D, No. 4 Squadron, the only Wirraway awarded a kill having shot down a Zero on 26 December 1942 whilst being flown by Flt Lt Jack Archer (Sgt J. Coulston observer). Earth Brown/Foliage Green/Sky Blue scheme with Medium Sea Grey code and serial; blue/white markings in all positions. The marking is carried on the front fuselage



Above: Wirraway A20-346/346, No. 7 Service Flying Training School. Earth Brown/Foliage Green/Sky Blue scheme with yellow cowling, '346' on fuselage sides and rear fuselage band. Serial in Medium Sea Grey on fuselage, repeated in black under wings; blue/white roundels in six positions. 'NF' in black on cowling

Right: Wirraway A20-444/NV-J, No. 23 Squadron, Lowood (Queensland), 1943. Light Earth/Foliage Green/Sky Blue scheme with blue/white roundels in six positions. Codes and serials in Medium Sea Grey



Wirraway A20-572/QE-H, No. 4 Squadron. Earth Brown/Foliage Green/Sky Blue scheme with Medium Sea Grey codes and serial. Blue/white roundels in six positions. Note bird motif on front fuselage in white

Wirraway A20-561/QE-B, No. 4 Squadron, New Guinea, March 1944. Earth Brown/Foliage Green/Sky Blue scheme with white tail unit and top of wing leading edges. Codes and serial in Medium Sea Grey; blue/white roundels in six positions



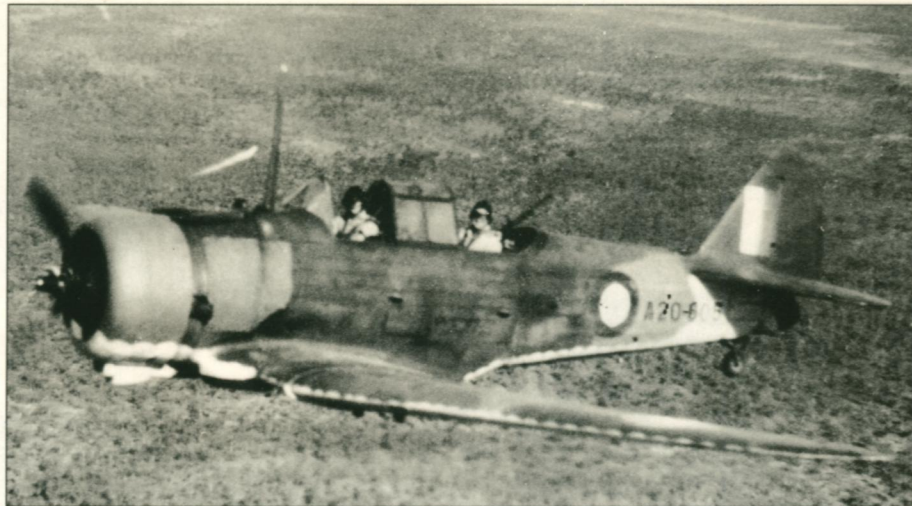
on a factory building at Fisherman's Bend commencing in April of the following year. Three other companies joined the original syndicate in the formation of CAC, namely I.C.I.A.N.Z. Ltd, the Electrolytic Zinc Co of Australasia Ltd, and the Orient Steam Navigation Co Ltd.

While the Air Board had accepted the mission's recommendations in their entirety, some protests were raised in Parliament about favouring an American design as against some other type from 'within the Empire'. However the NA-33 was presented at very reasonable terms for licence production, and eventually even the British Air Ministry adopted the type under the name of 'Harvard'. By the time that the factory had been completed in September 1937, the Commonwealth Government had already placed an order for forty NA-33s under the name of 'Wirraway' (aboriginal word meaning 'challenge').

Meanwhile, towards the middle of 1937 two aircraft had been shipped from America for evaluation. The first was a NA-16, which featured a fixed undercarriage and after tests at CAC was passed on to the RAAF on 2 February 1938. The second, a NA-33 (also known as the NA-16-2K) had retractable main wheels and was practically identical to the Wirraway that was to be built in great numbers later on; it was handed over to the RAAF in November of the same year. Australian serials were applied to both, the former becoming A20-1, the latter A20-2. This meant that the 'A20' prefix would remain as the Wirraway's type number throughout its service life with the RAAF.

CAC's licence allowed for a certain amount of redesign to the original NA-33. The single wing gun was removed and a pair of Vickers Mk V guns was installed into the forward fuselage, synchronised to fire through the propeller arc. Another hand-operated Vickers Mk I machine gun was fitted in the rear cockpit. Most important was the redesign of wing and tail units that were also strengthened to enable the aircraft to perform dive-bombing if necessary.

Although a number of techniques in the manufacture of the Wirraway had to be imported, the experience that CAC's founder members had pooled together guaranteed a successful integration of these methods with old-



A fully-armed Wirraway, A20-605 (c.n. 806). It is known that No. 23 Squadron experimented with lighter shades of colours on its aircraft, with Earth Brown sometimes replaced by Light Earth. The wavy dividing line between top and lower colours is also typical of this squadron. In March 1960, '605' was acquired by Commonwealth Aircraft Corporation

time, traditional manufacturing techniques. Production was soon gaining momentum, and the first Australian-built Wirraway (A20-3) was flown for the first time on 27 March 1939 by Flt Lt H. Walker at Fisherman's Bend.

Construction of the Wirraway's fuselage consisted of nickel-chrome-molybdenum steel tubing in four sections, all bolted together. Most of the sides of the fuselage were covered in fabric, while the front, ventral and dorsal sections were covered in metal. Wings were of single spar structure with spaced ribs and stressed skin covering. These were built in five sections, the first of which was a parallel chord section built integrally with the fuselage, two tapered outer sections, and rounded wing tips. Right and left-hand sides of the tailplane were interchangeable while all control surfaces were metal-framed with fabric covered surfaces.

CAC also built the engine for the Wirraway, the Pratt & Whitney Wasp S1H1-G nine-cylinder air-cooled radial rated at 600hp at 7,000ft. It was enclosed in a NACA cowl and drove a three-bladed variable-pitch Hamilton Standard propeller. A crew of two sat in a tandem cockpit,

both having sliding canopies. Flying controls were duplicated in the rear cockpit where the gunner/bomb-aimer was provided with a rotating foldable seat and a prone bombing position in the floor. One 500lb or two 250lb bombs could be carried externally, under the wings, while a selection of smaller ordnance could be attached to pylons underneath the central section.

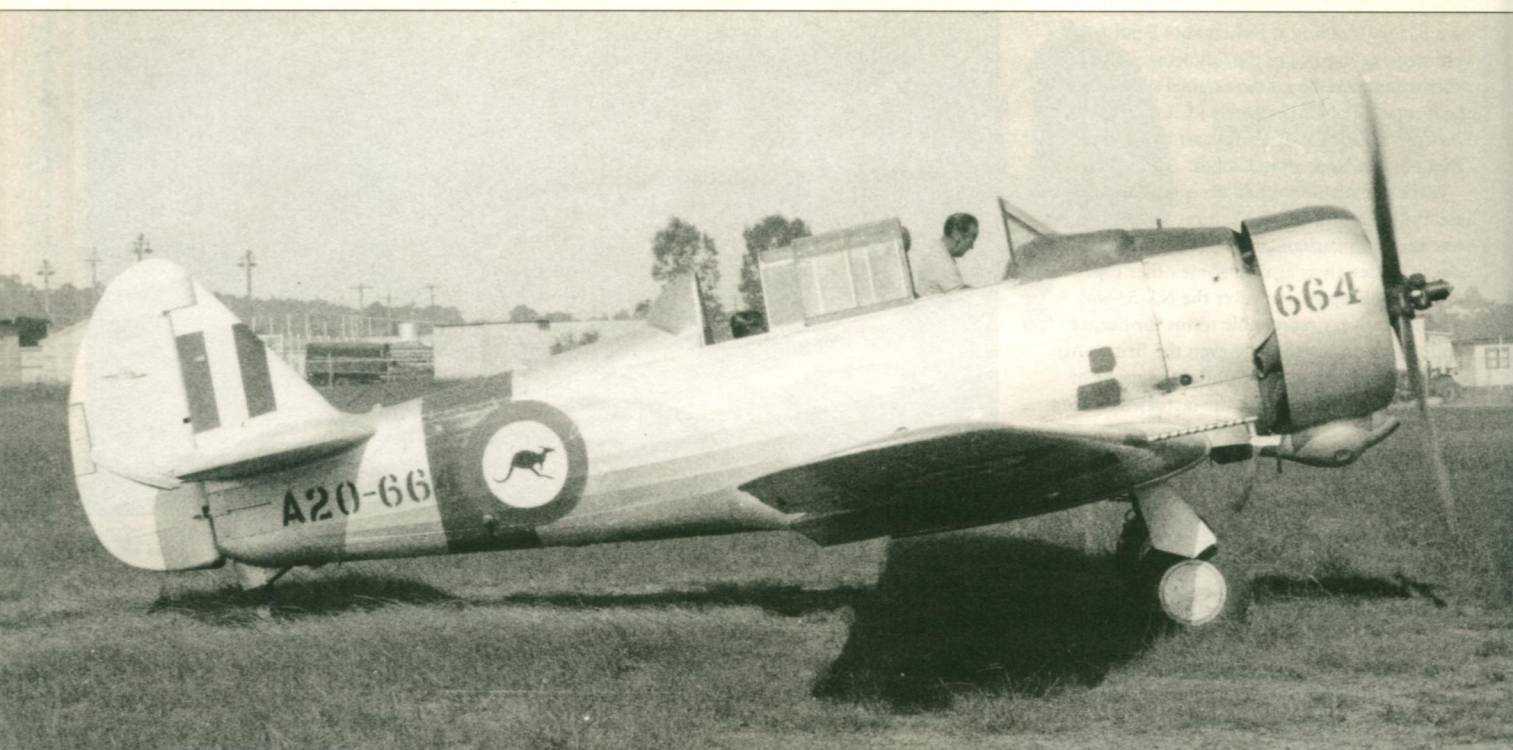
Very little changes were introduced on the Wirraway throughout its production life, and the various 'versions' generally apply to different order blocks. The CA-1 covered the order for the first 40 examples, 60 examples were produced under the designation CA-3, 32 as CA-5s, 100 as CA-7s, 200 as CA-8s, 188 as CA-9s and 135 as CA-16s. The designation CA-20 was used for some 17 examples that were converted for use by the Royal Australian Navy (RAN). The CA-10 bomber version, together with the CA-10A dive-bomber version never reached the prototype stage. Production came to an end in 1946.

Into Service

Deliveries of the Wirraway to the RAAF commenced in July 1939 and by the time Britain



Wirraway A20-719. It received civil registration VH-WRX on 17 August 1994 and was later painted to represent A20-458. It crashed in May 1999 during the Nowra airshow and was taken off the civil register two years later



A20-664 was one of those long-serving Wirraways that wore the 'kangaroo' roundel on the fuselage. The photo was taken around 1951 when it was painted silver overall. Yellow trainer bands were applied on the rear fuselage and around the wing

(and then, the Dominions) declared war on Germany the following September, seven examples had been delivered. Australia was far away from operational theatres during the months that followed, and RAAF squadrons continued to work up on the Wirraway to reach peak efficiency. With the situation in Britain taking a turn for the worse after the fall of France, the British Government placed an embargo on aircraft materials and equipment. However, the Australian War Cabinet managed to guarantee enough supplies for the building of 811 Wirraways, although only 232 were on order at that time.

That quantity was definitely higher than the RAAF would ever require for its own needs. Moreover, CAC was turning out airframes at a higher rate than it could produce the power plants. Britain opted to take over any surplus aircraft,

that could be fitted with Wasp engines directly purchased from the United States. This resulted in an order of 245 Wirraways for the Royal Air Force (RAF) to be delivered before the end of 1942. This was later increased to 500 in October 1940.

Thanks to the availability of superior aircraft through Lend-Lease agreements, these orders were cancelled although Britain continued to provide the finance for their use in Australia in the Empire Air Training Scheme.

Closest to pending action in the Pacific Theatre was No. 21 Squadron that had moved to Malaya. By July 1940 it had transferred its 12 Wirraways to Singapore where it held a further six machines in reserve. Towards the end of November, No. 12 exchanged its Wirraways for Brewster Buffaloes, retaining some examples of the former for training purposes. By that time, CAC was producing 45 examples a month, enabling the establishment of a number of squadrons and

training units on the type. When Japan attacked Pearl Harbor on 7 December 1941, the Wirraway equipped seven front line squadrons of the RAAF, together with No. 2 Service Flying Training School (SFTS) at Wagga, No. 5 SFTS at Uranquinty and No. 6 SFTS at Deniliquin.

No. 4 Squadron, then based at Canberra, deployed to Port Moresby to support Australian troops fighting in the jungles of New Guinea.

Their Wirraways proved slow against opposing Japanese fighters, but this did not deter their crews in performing all the tasks asked of them. No. 5 Squadron was at that time based at Laverton, while No. 12 at Darwin had the task of providing reconnaissance patrols along Australia's northern coastline. No. 22 Squadron was similarly engaged, although its zone of action was the East Coast. It received its

Wirraways at the same time of the Japanese aggression, these being exchanged for Bostons only four months later. No. 23 Squadron had reformed on receiving the Wirraway at Richmond (New South Wales) while No. 24 was at that time at Townsville until deployed to New Britain shortly afterwards. Last front-line unit operational on the Wirraway within the RAAF was No. 25, then based at Pearce, soon receiving an additional small number of Buffaloes and entrusted with the defence of Perth.

No. 24 Squadron bore the brunt of the fighting as the base at Rabaul came under constant attack. Pitting the Wirraway against the agile Japanese Zero fighters was practically suicidal. On 24 February 1942 over 100 Japanese aircraft attacked Rabaul and in the effort to offer some resistance,

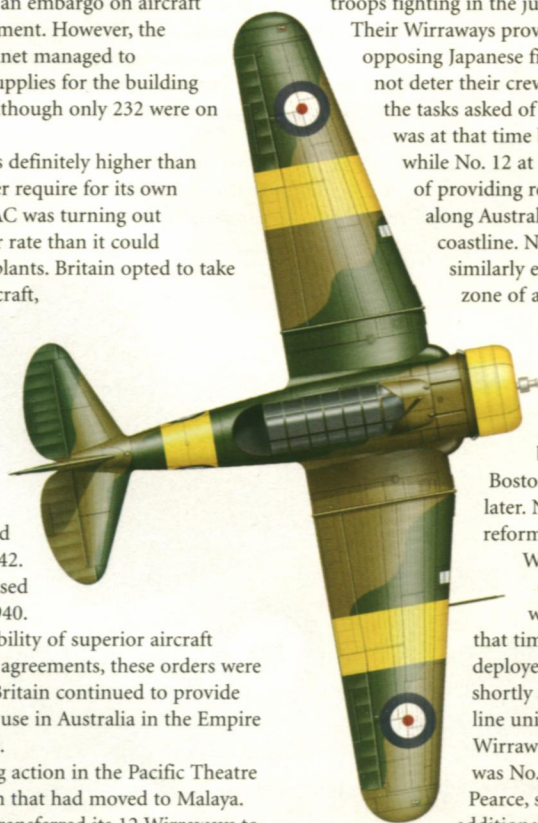
three Wirraways were shot down, two crash-landed and another was damaged. The unit was soon depleted, managing to muster two Wirraways and a Boston as an evacuation commenced with squadron personnel trekking through the dense jungle to reach the shores and eventual rescue by Empire flying boats.

This seemed to have dealt the deathblow to the Wirraway as a fighting aircraft. However, its best moments were still to come. In October 1942, No. 4 Squadron was called to operate its Wirraways in the army co-operation role, reaching Port Moresby on 7 November. Within two weeks it had established itself at Berry airfield with 18 Wirraways on strength. Here it excelled in aerial reconnaissance, photography, message dropping and artillery spotting, spiced up at times with dive-bombing and ground attack missions.

During the course of a tactical reconnaissance sortie on 26 December 1942 over Gona, Fg Off J.S. Archer (with Sgt J.L. Coulston as observer) spotted a Zero fighter some 1000ft below him. He immediately dived down to the attack, firing a five-second burst that sent the Japanese fighter into the sea. This engagement was to mark the only confirmed kill attributed to a Wirraway crew, who celebrated their victory with the typical remuneration of six bottles of beer!

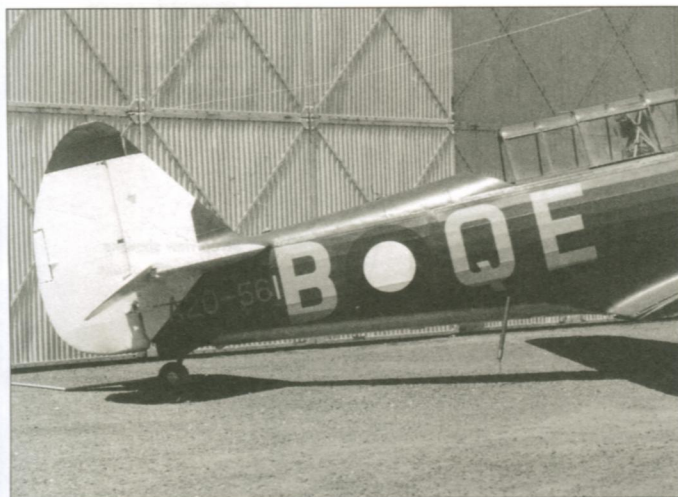
CAC had in the meantime been engaged in the production of an indigenous fighter aircraft. The Boomerang began to replace the Wirraway in front-line service by the middle of 1943 (SAMI Vol. 6, issue 3 – March 2000). Apart from the units already mentioned, the Wirraway had also served with No. 21, 54, 60, 78, 82, 85 and 87 Squadrons. The type survived in service with the RAAF until 1959, in time to see the introduction of the kangaroo emblem on the centre of the fuselage roundels. The RAN had also used a number of CA-20 Wirraways for training purposes at Nowra after the war. Some 380 Wirraways were taken into storage, providing a vast supply of parts for the CA-28, an agricultural aircraft that provided an excellent service to the Australian farming community.

Richard J. Carnava





A20-664 was one of those long-serving Wirraways that wore the 'kangaroo' roundel on the fuselage. The photo was taken around 1951 when it was painted silver overall. Yellow trainer bands were applied on the rear fuselage and around the wing

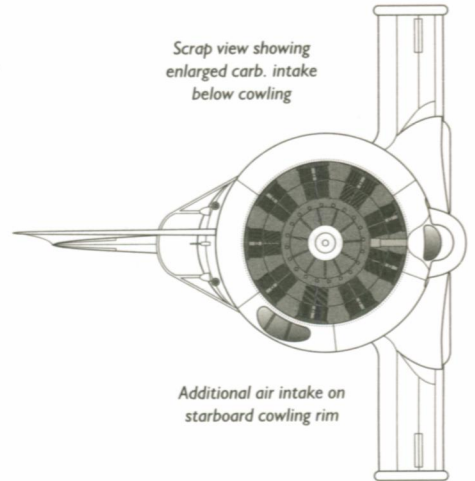


A20-561, one of a number of preserved Wirraways in Australia. It was struck off charge in January 1946 and was later acquired by Dick Hourigan and Ron Lee. Eventually it was loaned to the RAAF Museum at Point Cook, Victoria. It wears late-style scheme of Foliage Green overall with white trim and Medium Sea Grey codes

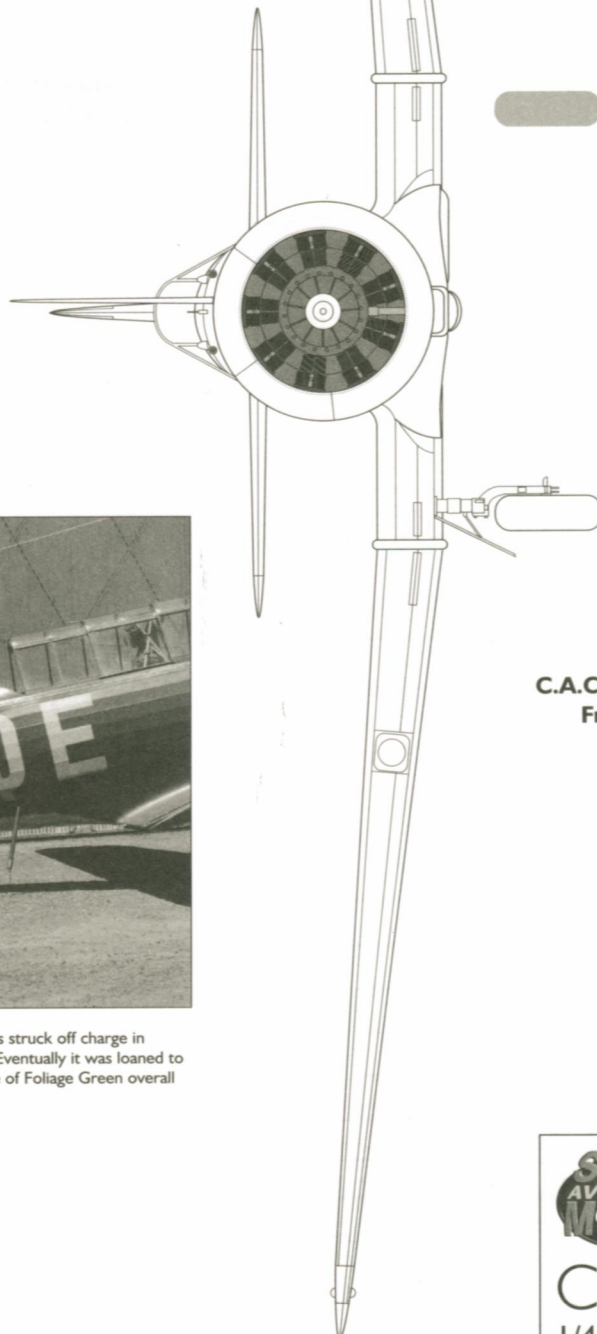
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Scale 1/48

Scrap view showing
enlarged carb. intake
below cowl



Additional air intake on
starboard cowl rim



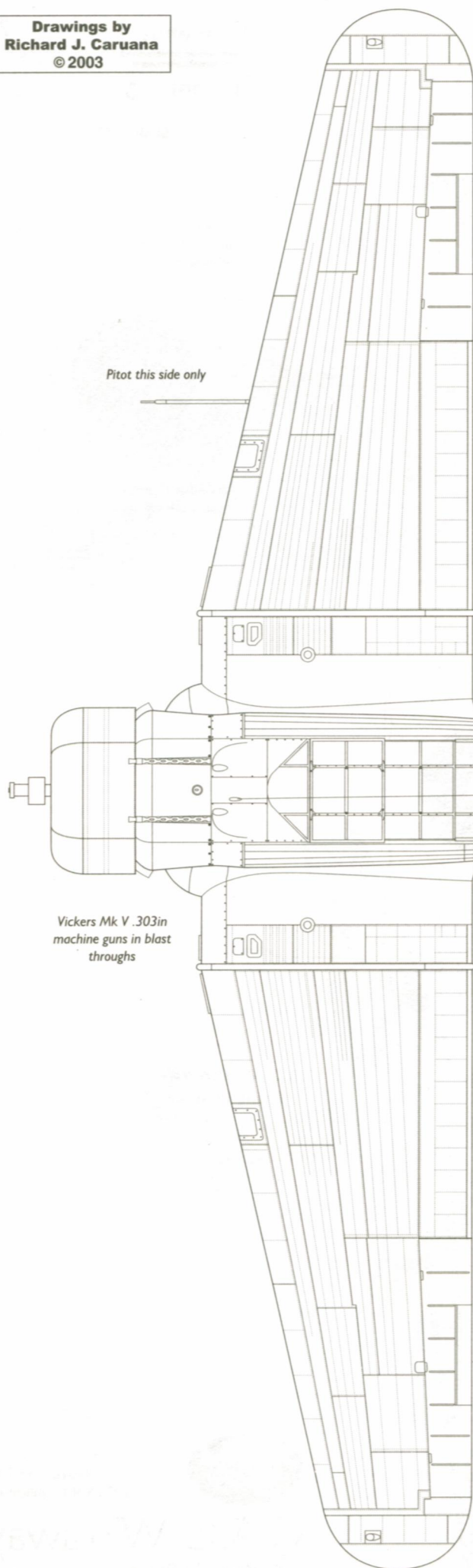
C.A.C. WIRRAWAY
Front View

Scale
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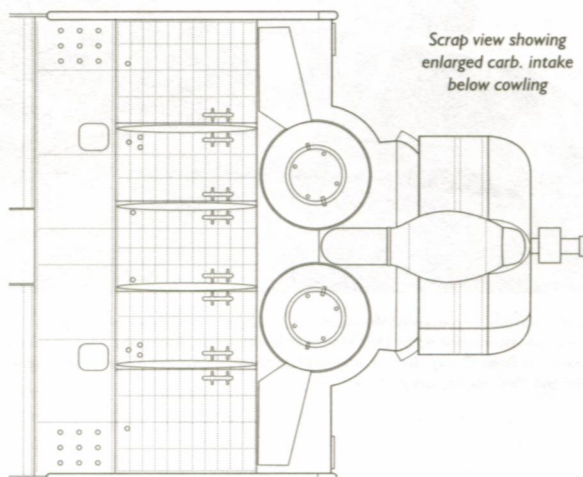
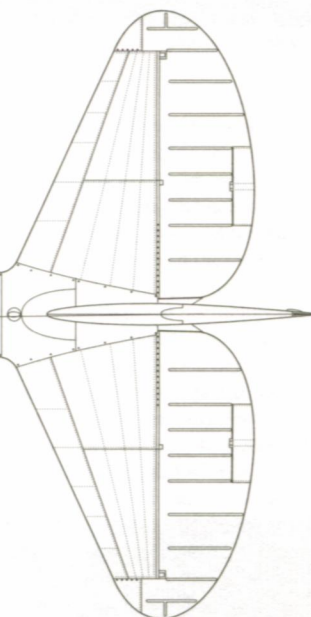
C.A.C. Wirraway
1/48th Scale Plans

1 of 2



Wirraway A20-719. It received civil registration VH-WRX on 17 August 1994 and was later painted to represent A20-458. It crashed in May 1999 during the Nowra airshow and was taken off the civil register two years later

C.A.C. WIRRAWAY
Upper Plan

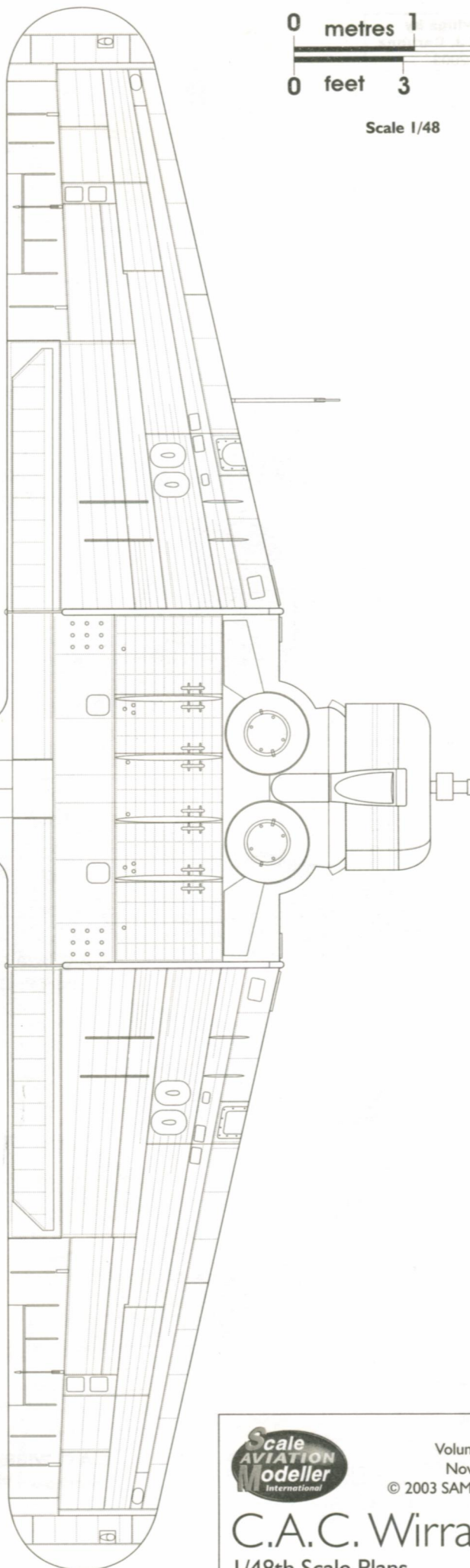
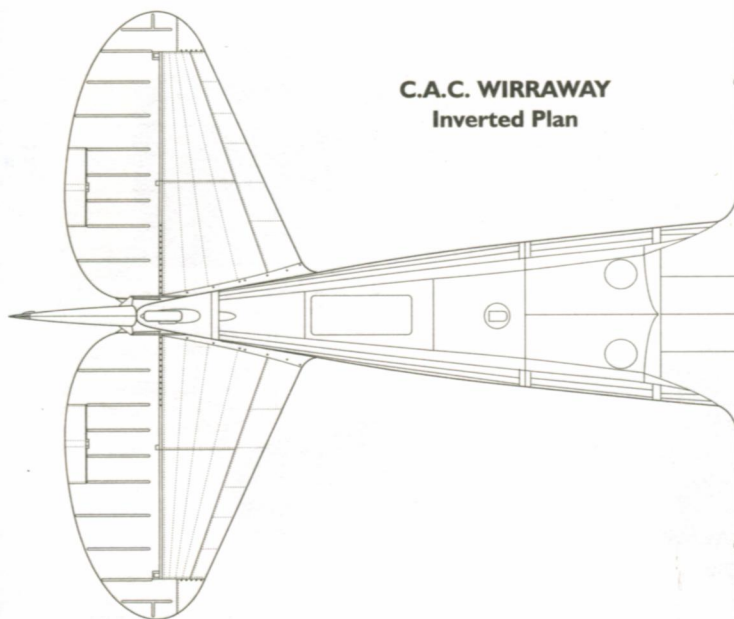




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Scale 1/48

C.A.C. WIRRAWAY
Inverted Plan



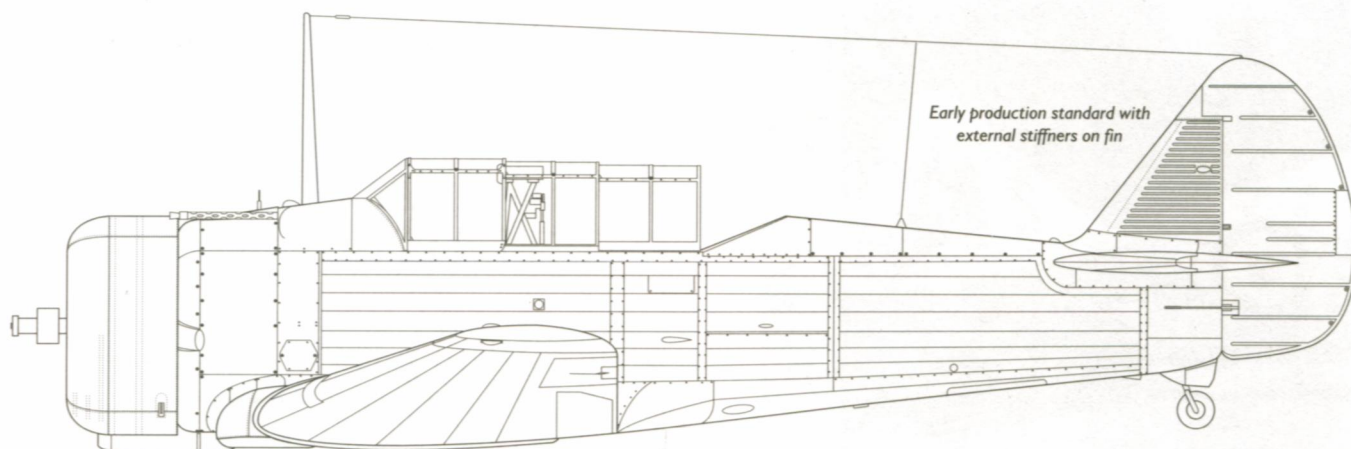
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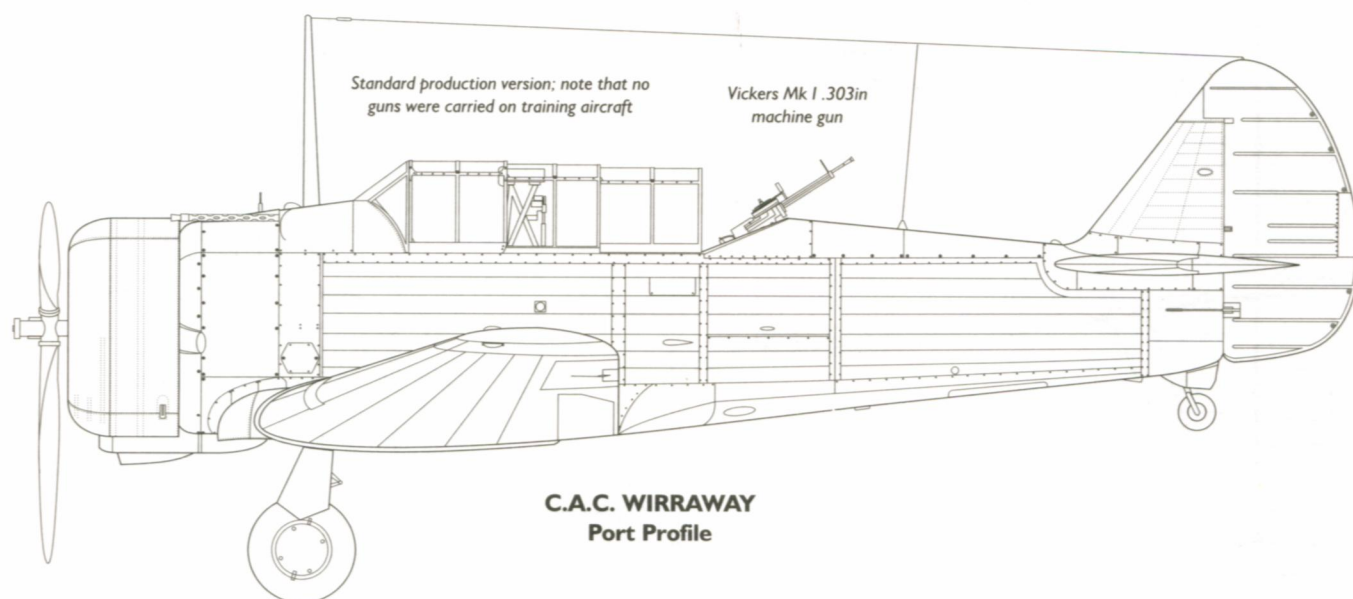
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C.A.C. Wirraway
1/48th Scale Plans

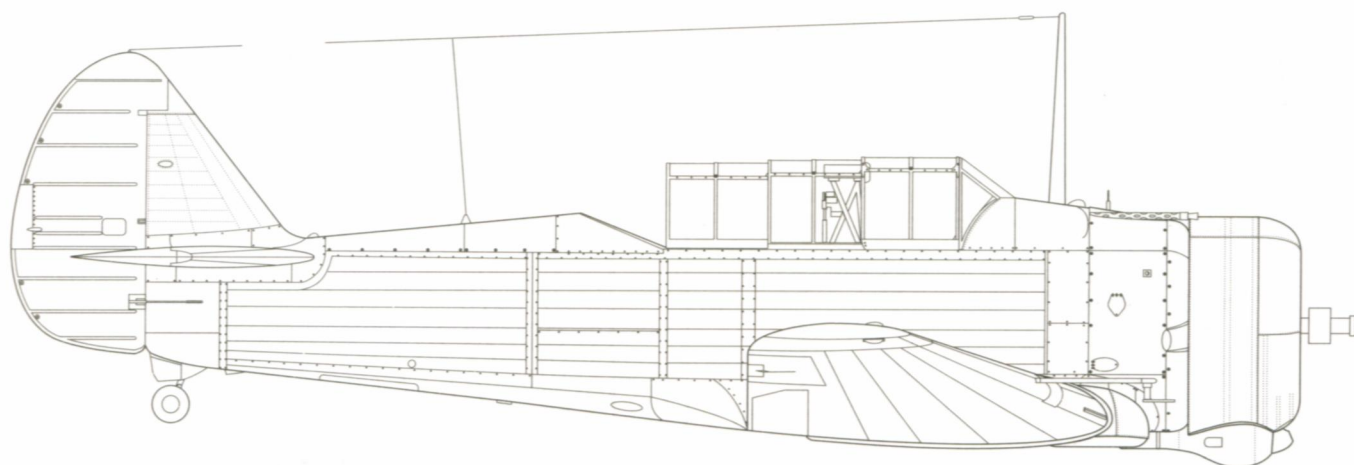
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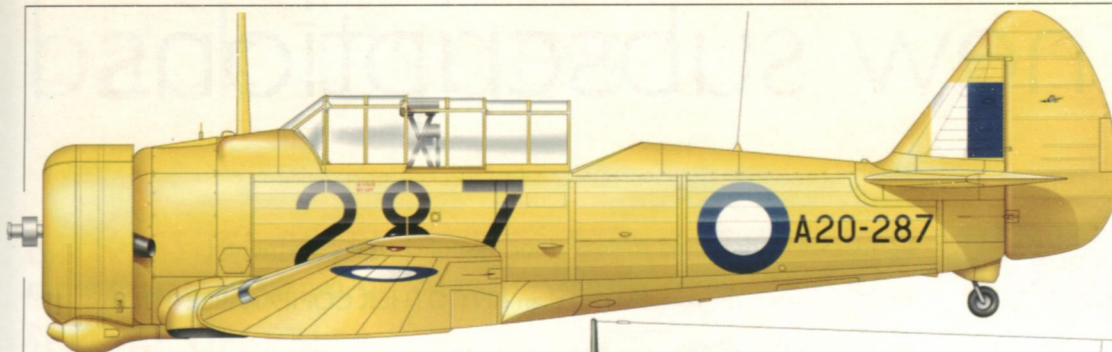
C.A.C. WIRRAWAY
Port Profile



C.A.C. WIRRAWAY
Port Profile



C.A.C. WIRRAWAY
Starboard Profile



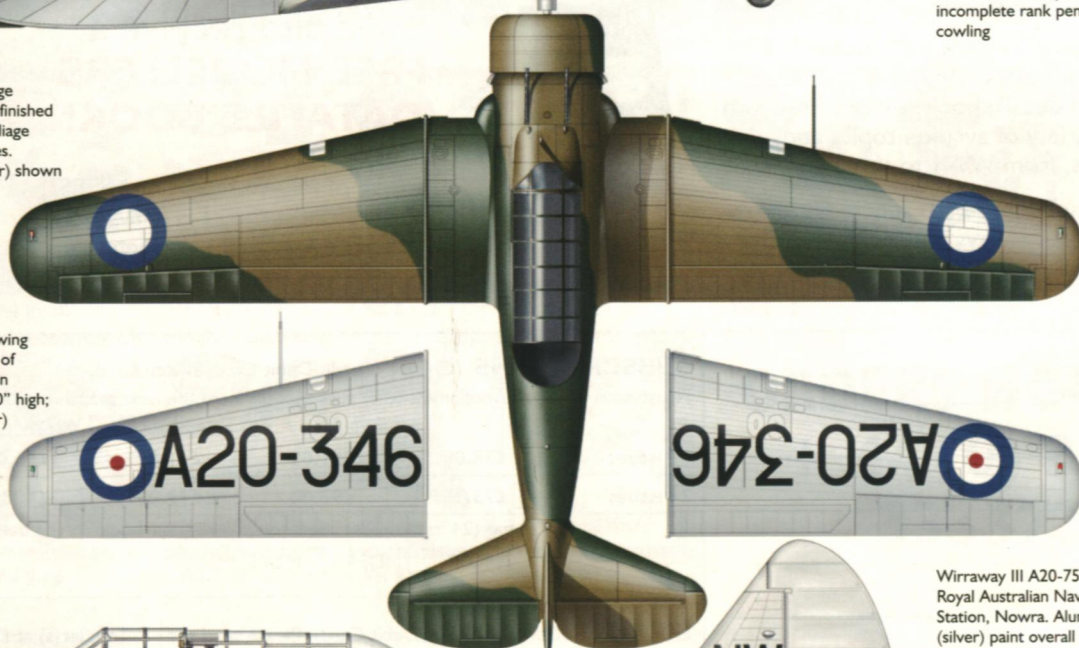
Wirraway A20-287/287, No. 7 Service Flying Training School, 1944. Yellow overall with black serial and code; blue/white markings in all positions

Wirraway A20-502/BF-O, No. 5 Squadron, Bouganville, 1945. Foliage Green overall with white rear fuselage and tail section and wing leading edges; blue/white roundels in six positions, codes in Medium Sea Grey. '502' repeated on cowlings in white

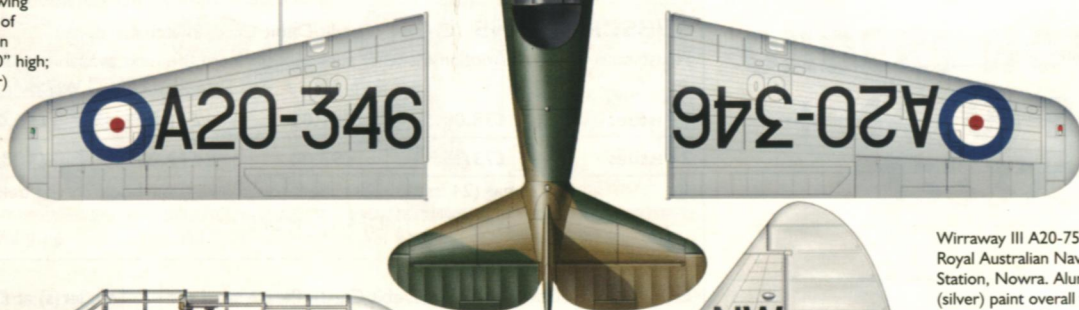


Wirraway A20-577, flown by Wg Cdr Kingley Strake, Central Gunnery School, Cressy (Victoria), 1945. Earth Brown/Foliage Green/Sky Blue scheme with yellow cowlings, fuselage band and ailerons (above and below). Blue/white markings in six positions; Medium Sea Grey serial. Note incomplete rank pennant on cowlings

Right: Typical camouflage pattern for Wirraways finished in Earth Brown and Foliage Green on upper surfaces. Roundels (35" diameter) shown as per October 1942 instructions



Right: Scrap views showing style, size and position of underwing serials, when carried. These were 30" high; roundels (37" diameter) were moved further towards the wingtips when serials with three digits instead of the previous two appeared after the A20- suffix



Wirraway III A20-752/971, Royal Australian Naval Air Station, Nowra. Aluminium (silver) paint overall with yellow fuselage band. Post-war roundels in bright colours in four wing positions; black anti-dazzle panel and cockpit framing, all lettering and serials

Wirraway A20-681/681, Point Cook, 1959. Aluminium (silver) paint overall; yellow trainer bands around rear fuselage and wings. Kangaroo emblem roundels on fuselage, standard style on wing positions; black anti-dazzle panel and cockpit framing, serial and code



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Martin-Baker M.B.5



Modelling the M.B.5 has been a very long term project, starting in 1983 when Messrs Martin-Baker were first contacted. From the onset they were very helpful and supplied many original construction photographs, drawings and printed literature. Later, Mr Arthur Bentley loaned many copies of workshop drawings to augment the information already to hand.

Fuselage

The basic fuselage was started in 1983 by pinning right and left hand side planes, constructed from brass tubing, to a building board. Cross and diagonal members were then soldered to these frames. The model then languished in this state until the year 2000 when modelling a 1/24th scale Rolls Royce 'Griffon' engine (more about this later) gave the M.B.5 a fresh impetus!

The girder framework side members were at last (!) removed from the building board and built up, again by soldering and rivetting cross and diagonal members, to produce the basic fuselage structure shown in photo 1.

Balsa wood mould patterns were then carved for various parts of the fuselage which were to be affixed.

These were then simply stretch moulded in 40thou. plasticard (see photo 2).

Wing

This was constructed in two units which were eventually assembled to the fuselage structure via various sizes of brass tubes sliding inside each other. Construction followed flying model principles, utilising ribs and spars cut from 1mm thick three-ply wood, the spars being a double thickness of the same material. The ribs were positioned at strategic positions along the spars to coincide with aileron and flap positions, also taking into consideration the actual scale locations for the eventual visible structure of undercarriage and gun equipment. All ribs etc. were cut from the wood using sharp scissors - no

fretsaw was necessary for this thin timber.

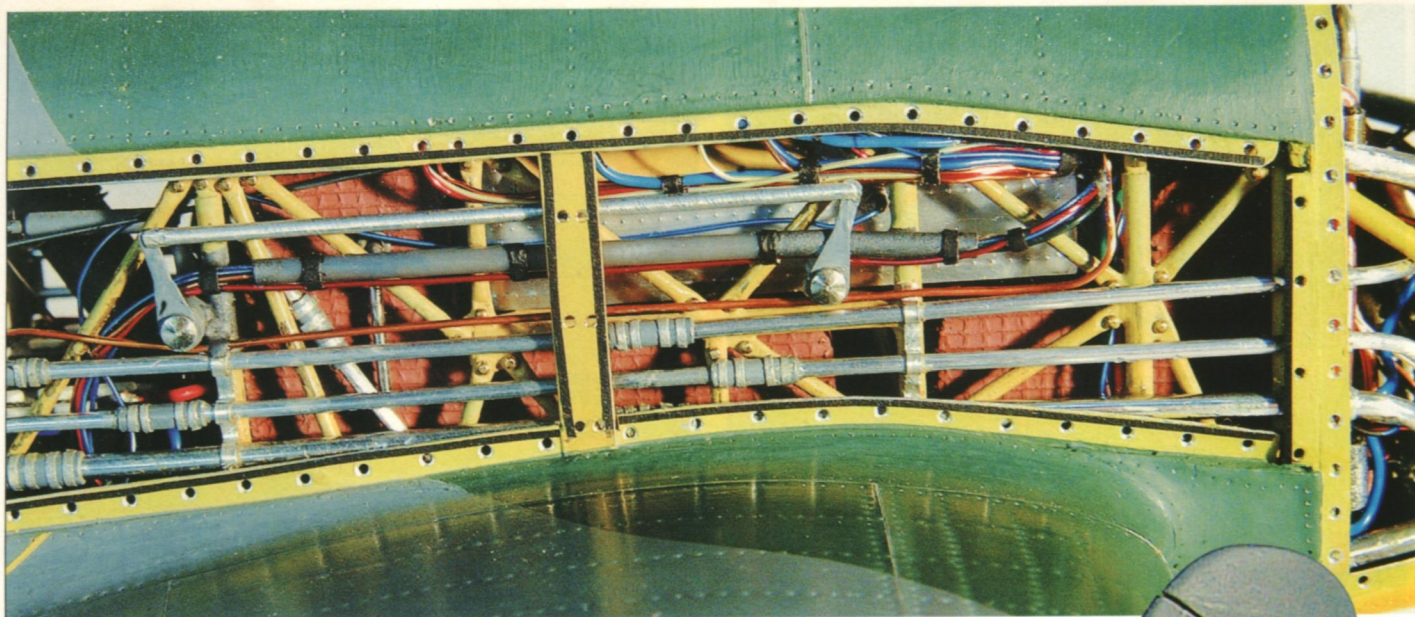
The basic shape of the wing, minus flap positions, was cut from a sheet of 1mm three-ply wood upon which the spars and ribs were assembled utilising Evo-stik white wood adhesive. Positions for cutting out the ailerons were marked and strong points added for their eventual fixing.

At this point some ribs, at the wheel-well and gun locations, were broken away and replaced with 40thou. plastic card items, all in the interest of achieving a good internal finish. The original wood items were used as patterns for producing the plastic shapes. Two screws, for the eventual fitting of the undercarriage members, were then fitted into the

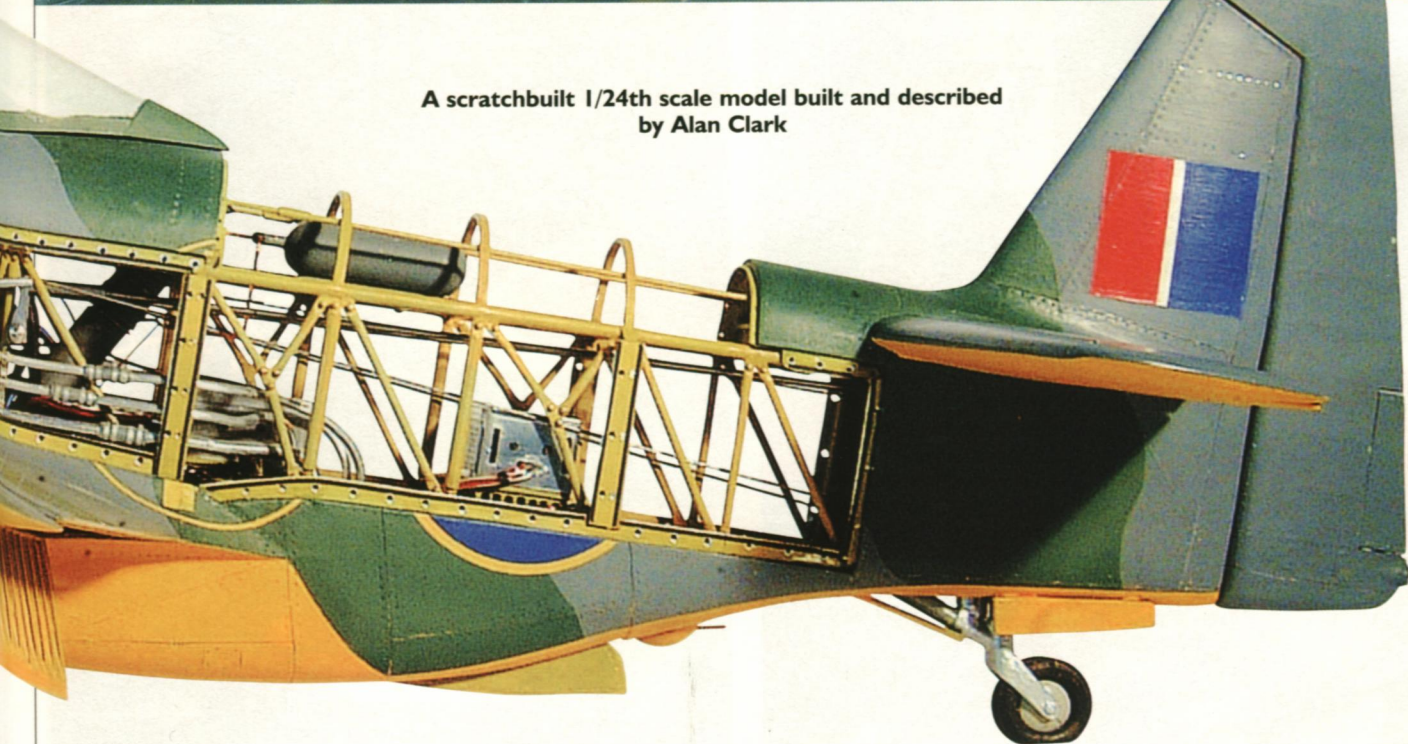
leading edge spar of each wing. The wings were now as shown in photo 3.

The upper wood covering was now affixed, again using 1mm three-ply timber. Both top and bottom wood wing covering was scored with a scalpel to assist curvature over the airfoil sections, the visible grain of the wood running spanwise. As it would not have been possible to bend the timber around the leading edges of the wings, blocks of balsa wood were glued to the front spar and carved to shape in situ.

Each complete wing was then covered in a special 5thou. plastic card by means of Dunlop Thixofix contact adhesive. The card used for this covering is of a type which cannot be cracked (obtainable from book binders and used as separator cards); therefore a razor sharp wing



A scratchbuilt 1/24th scale model built and described
by Alan Clark



trailing edge can be achieved by folding and running a steel rule along the fold using considerable pressure. Each of the two wings was covered in two pieces of card; the wrap-around leading edge and the sharp folded trailing edge meeting at the main spar location, top and bottom of the wing. A plastic card profile shape was then added to each wing tip, coloured (red and green) plastic blocks (from toothbrush handles) inserted, the whole shape filled with Milliput body putty and sanded to shape.

After being covered in aluminium plate (described later), the wings were affixed to the fuselage structure and root fillets added using Milliput. The model was now generally at the stage depicted in photos 4 (topside) and 5 (underside).

Engine

The engine, as mentioned earlier, became the impetus for continuing the model and was originally built as an exercise in its own right and incorporated a home-built contra-rotating mechanism for the two airscrews.

The main casing of the engine was a box in which was inserted the contra-rotating mechanism and upon which were mounted the Vee cylinders, all being built up from 80thou plastic card and embellished with a covering of pewter. Various details were added from card, wire and pins etc. to form the engine as depicted in photo 6.

The six propeller blades were cut to profile shape from thin but rigid aluminium, taper twisted to their correct angles, after having had their

leading and trailing edges filed to shape, and finally faired with Milliput. After sanding to their final form, each blade was then covered in aluminium sheet, cleaned up and painted matt black with the usual yellow tips. The stencilling and trade marks etc. were hand painted with the blades mounted in a row (side by side), the only way to get them all looking identical! The spinner was basically a plastic two-section flying model type of about 1.5 inch diameter, faired with Milliput, drilled to take the prop blades and covered with pewter sheet. The blades were then fixed into the spinner sections.

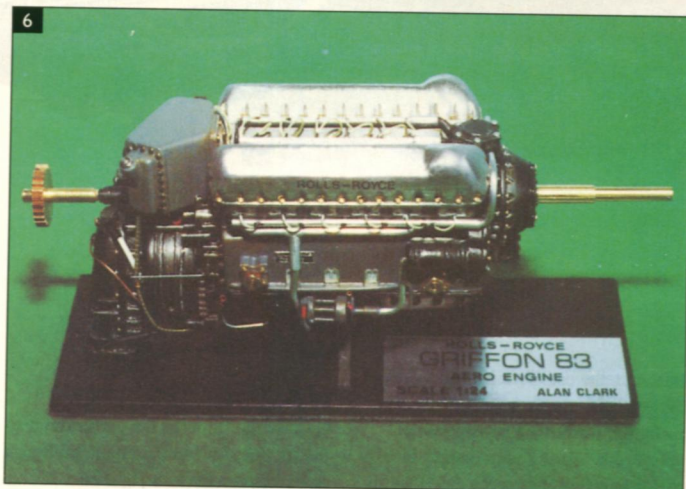
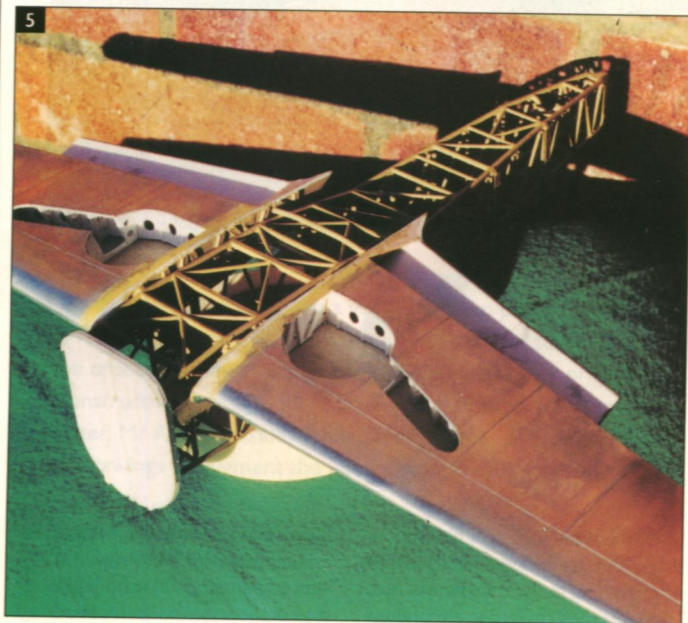
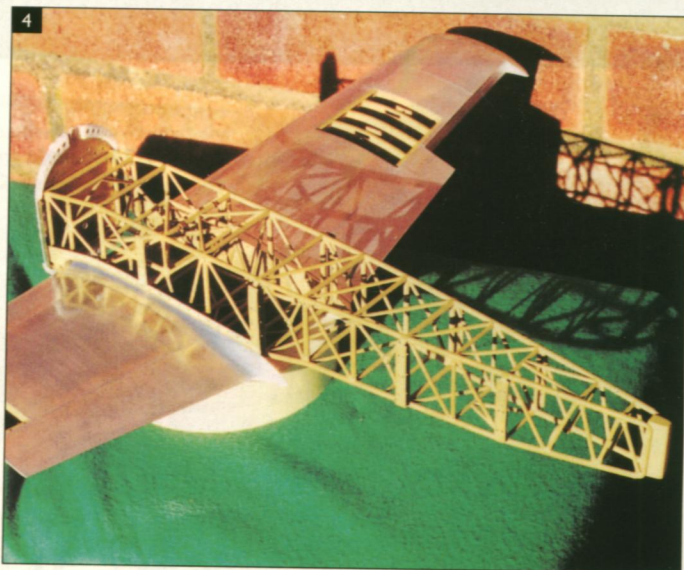
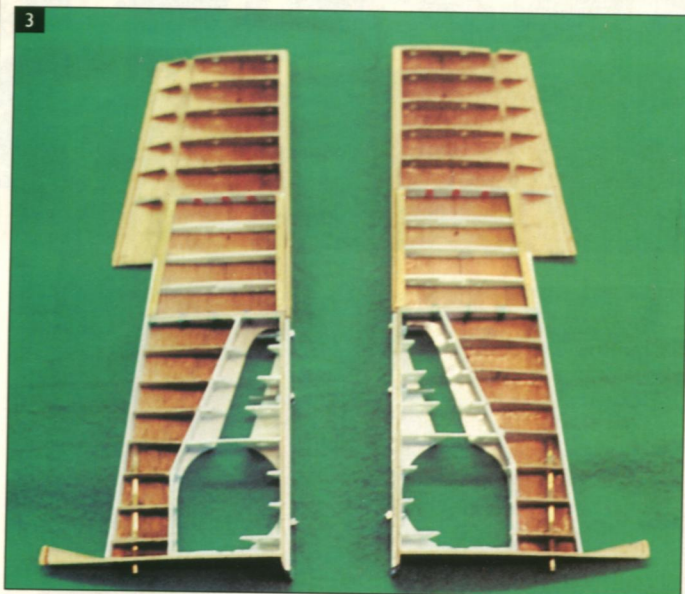
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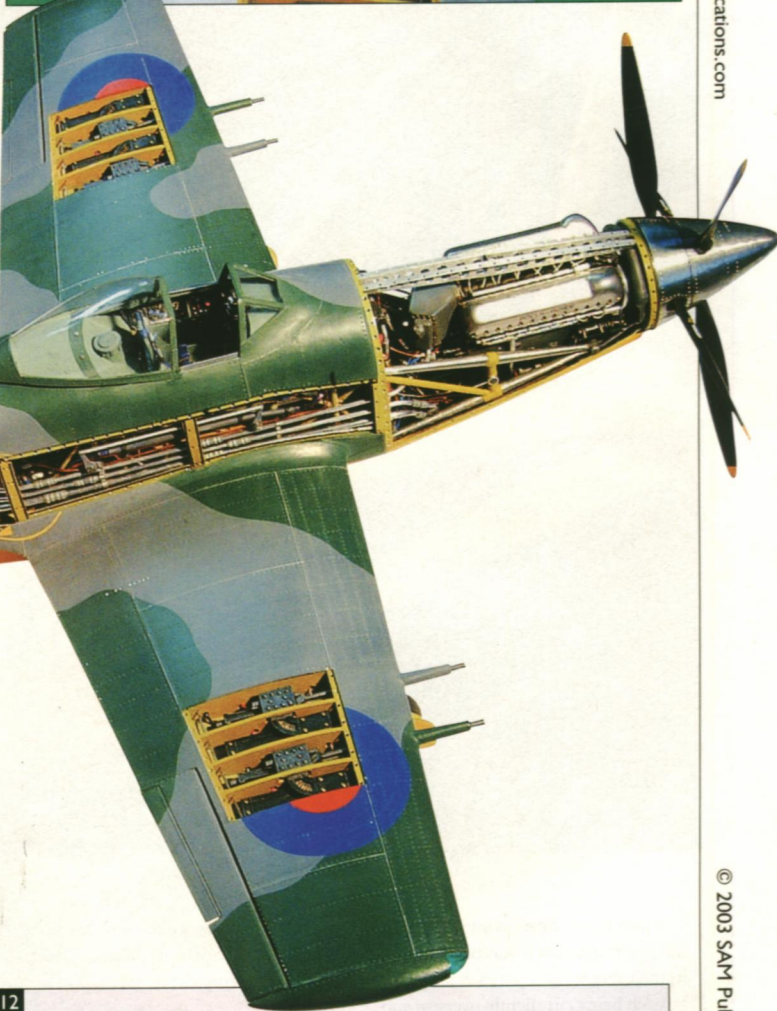
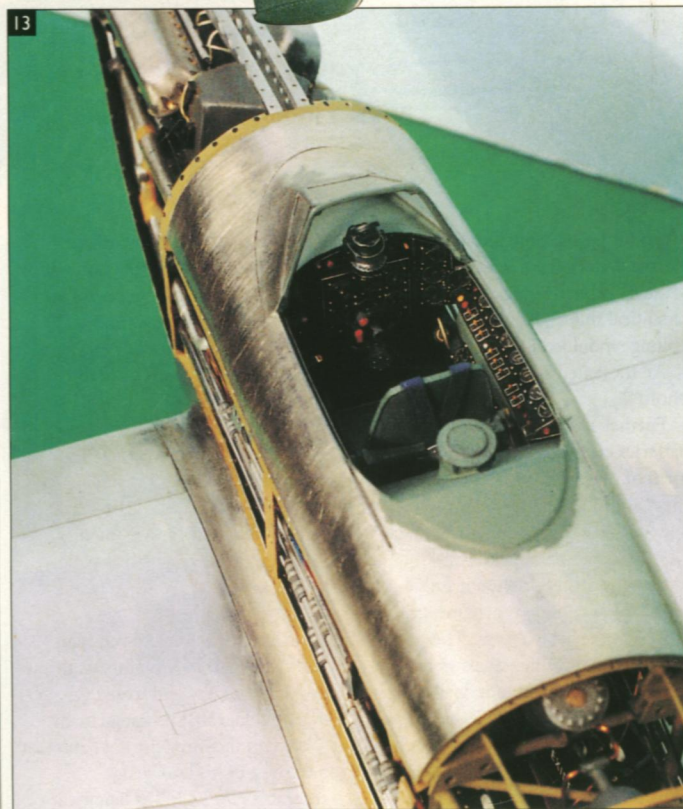
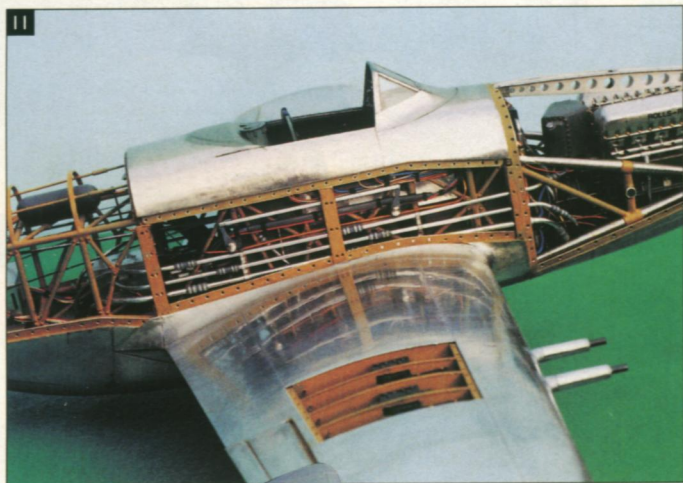
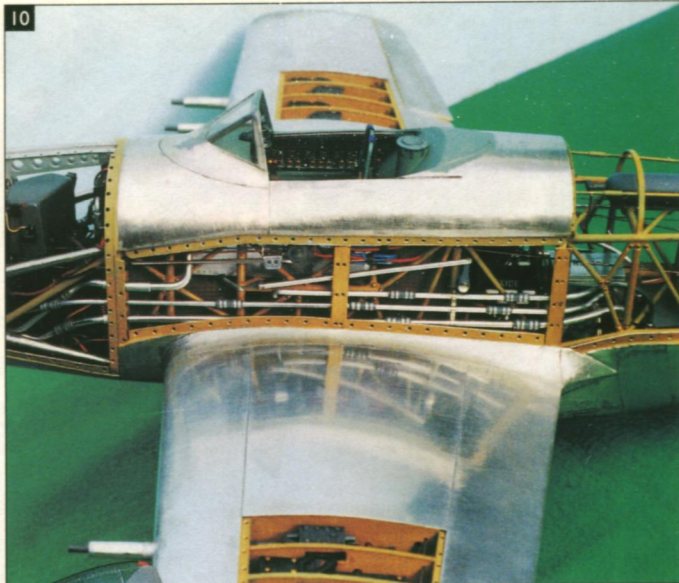
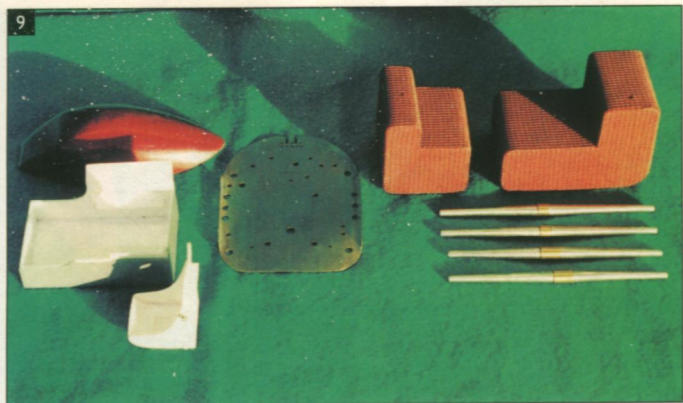
The tailplane, elevators, tailfin and rudder items were cut from 40thou. plastic card to their profile shapes,

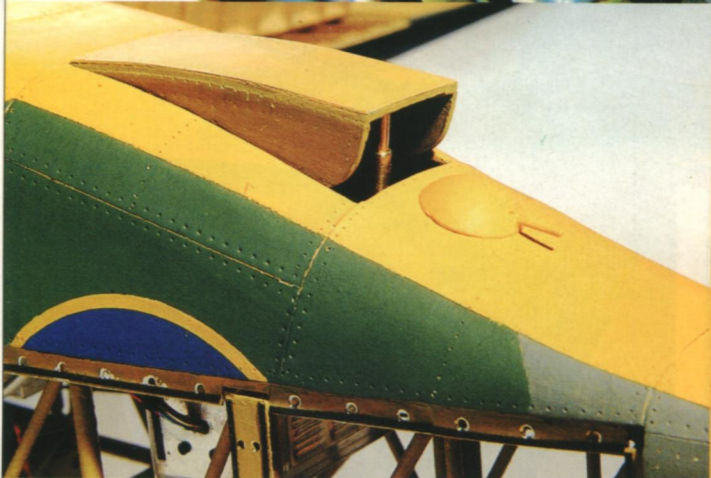
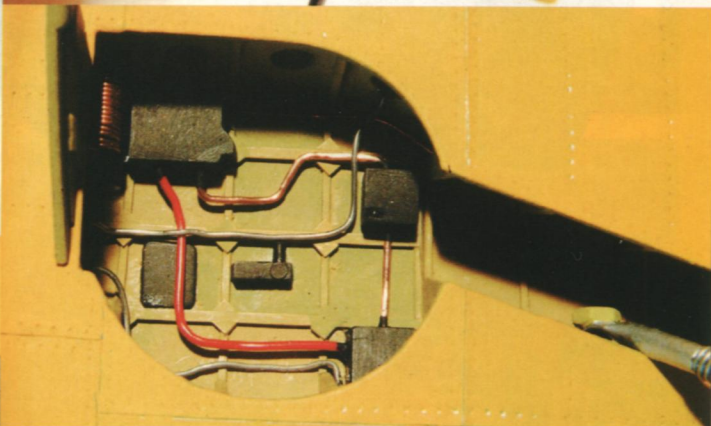
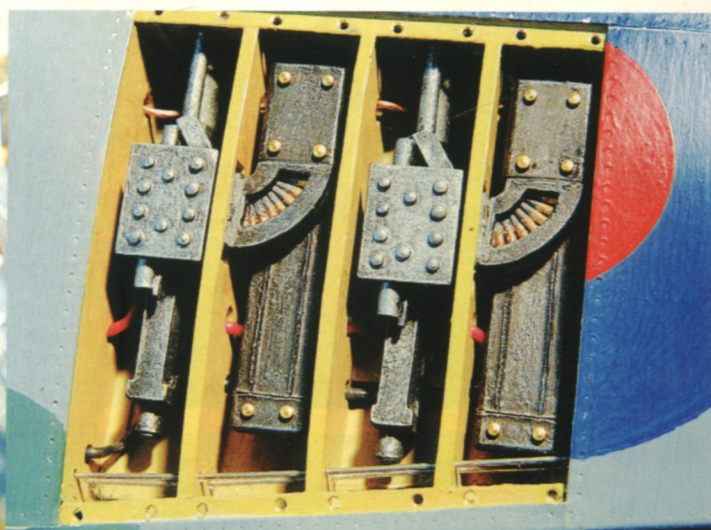
faired each side with soft balsa sheet and sanded to airfoil section. All surfaces were then covered in plastic card in the same manner as the wings and fixed in slightly deflected positions to give the model 'life', via short lengths of aluminium wire which were then disguised by the scale hinges and shrouds.

Plating

All skinning of the model (excluding the control surfaces which were taped, covered with tissue paper and painted) were covered cosmetically in sheet metal. Some might think this a waste of time on what was to be a painted model. However to achieve a slightly worn finish and to portray panel lines and rivet detail, it was felt that a metal finish was essential. It feels and weighs right too!







Aluminium sheet (printers' offset-litho printing plates) was now applied in their respective separate scale panels by each being cut slightly oversize and applied, using Thixofix contact adhesive. Double curvatures were formed by annealing the individual panels for a few seconds over a gas ring before applying to the model, again using Thixofix adhesive, by rubbing the applied area from the centre outwards with the back of an old spoon.

For particularly difficult areas, eg. the underside radiator intake area and prop spinner etc., pewter was used and, whilst expensive to buy, conforms beautifully to complex shapes. Panel outlines were then scored with a scalpel and the surplus broken off.

The model, complete with engine and bulkhead fitted, (together with

some internal fixtures) was now generally as shown in photos 7 and 8. NO rivetting detail was added at this stage.

Details

- **Engine Bearers:** These were suitable brass tubes, faired with Milliput, taper turned and covered in aluminium.
- **Bulkhead:** Sheet brass, drilled to take the various cables and services, and sheeted on the engine side with 40 thou. plastic card (to give a surface for affixing various items in the engine compartment).
- **Fuel Tanks:** Carved from hard wood, covered with fine netting and painted dull red oxide.
- **Seatpan:** Assembled from 40 thou. sheet plastic. The pilot's seat from similar material.

- **Cockpit Hood:** Here luck intervened as the pattern from a previous model (the Blackburn 'Firecrest' was of identical shape!) This was then plunge moulded in transparent P.V.C. All these items are as shown in photo 9.

Further Items: Radio sets and batteries etc. were made up in the form of plastic card boxes, covered in sheet aluminium and/or painted as appropriate. Control surface linkages were from various thicknesses of piano wire with bunches of fine insulated telephone type wires to represent the cable looms. The instrument and side panels were each made from two laminations of matt black painted sheet metal, the rear sheet having the instrument faces scratched through the paint to the metal, the front sheet having holes

drilled to match the instrument positions. After gluing the laminations together, the instrument bezels were formed by drops of five-minute Devcon epoxy adhesive applied with a cocktail stick. This adhesive dries crystal clear in a few minutes. Rows of switches etc. were made from very fine lace pins. Undercarriage legs and guns were made from various diameter brass tubes. These further details are as shown in photos 10, 11, 12 and 13 respectively.

Finish

When Martin-Baker Ltd was first contacted, their Brian Limbrey, then of the Archives Dept., informed this model builder that he had actually worked on the M.B.5 in 1944 and that to the best of his knowledge remembers the M.B.5 as being one of

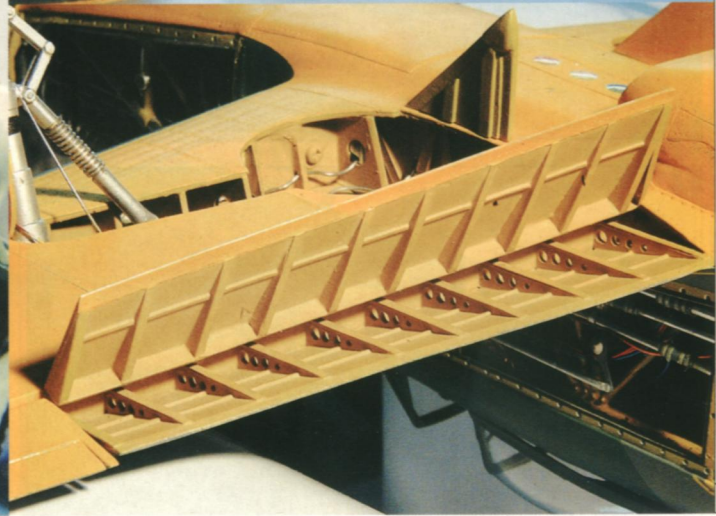
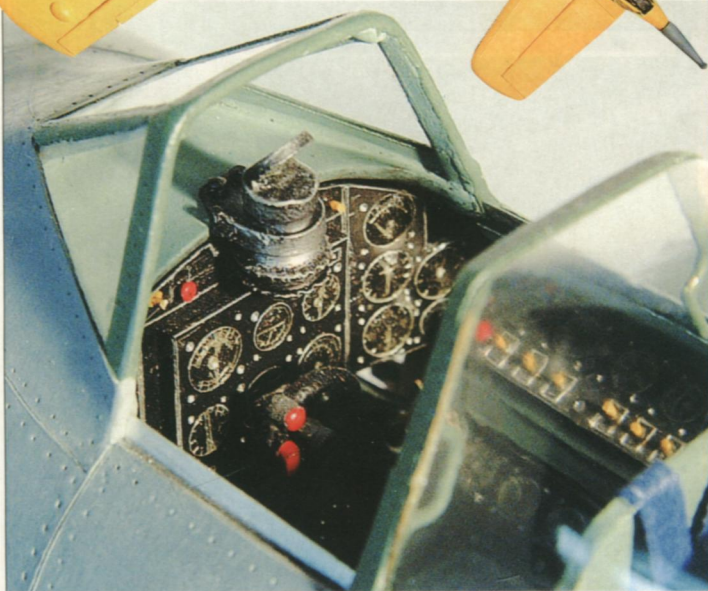
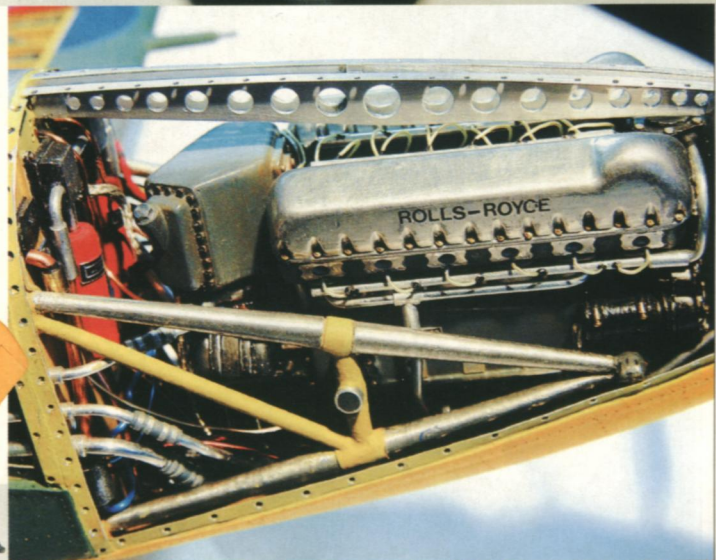
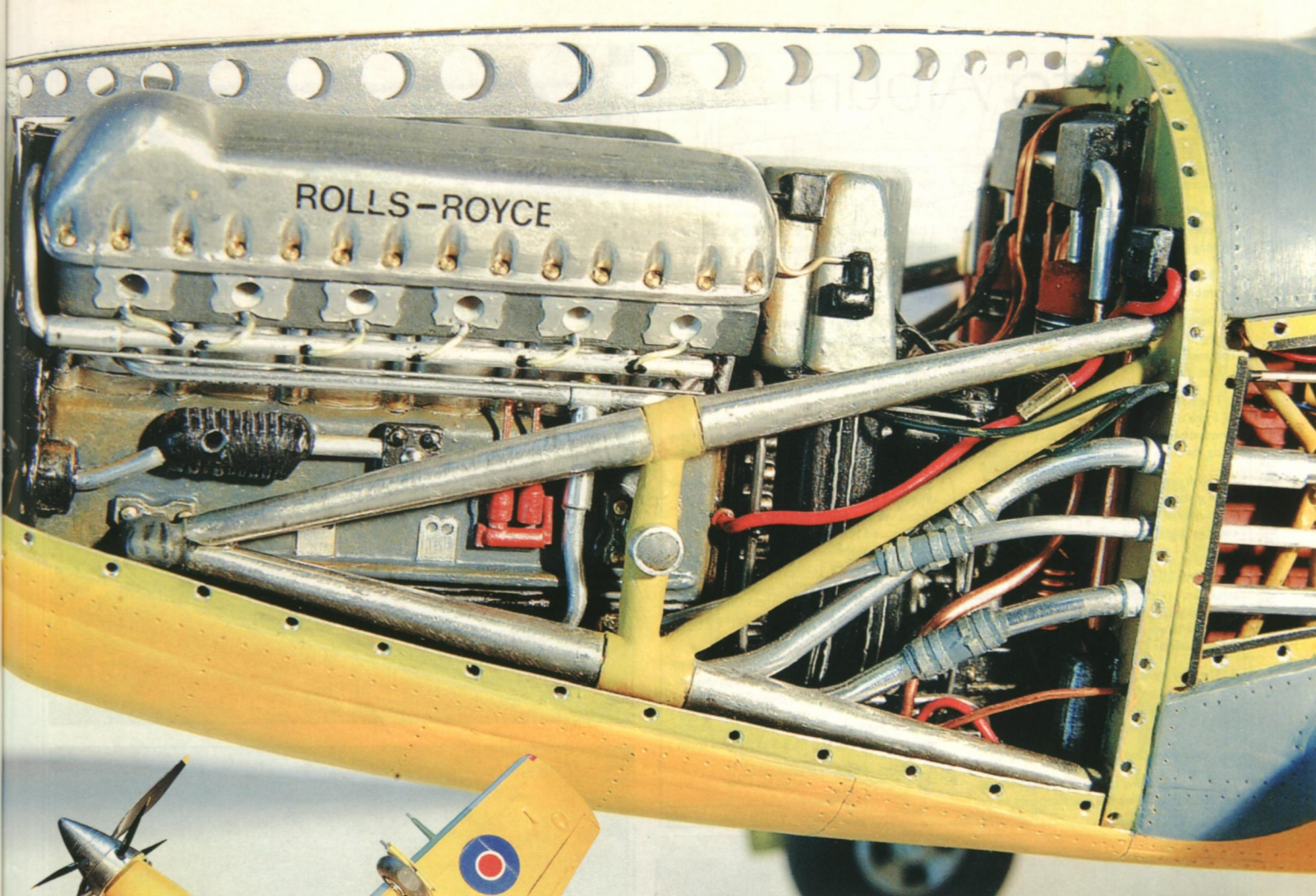


Photo Album

1. Overall view of the rear fuselage tubular structure and the tailwheel assembly

2. Viewed directly from above, this shot of the cockpit area was taken while the upper decking was removed

3. The sliding cockpit and windscreen assembly

4. The M.B.5 in its final form with the enlarged vertical fin/rudder and tailplanes. This machine is seen here taxiing out before a flight, probably at A&AEE

5. The M.B.5 in its final form just after take off from the runway at A&AEE. The 'bump' forward of the radiator is the main wheel going through the final stages of retraction

6. This frontal view of the M.B.5 in its final form gives a good idea of the short span, small overall size of the type and that huge contra-rotating propeller

7. This is a lovely shot of the huge contra-rotating propeller on the M.B.5. The structure under the fuselage is a lifting saddle for jacking the aircraft on specific jacking pads at the wing root spars. Note the 'Martin Baker Aircraft Co. Ltd' painted on it

8. The low stance and long nose of the M.B.5 are clearly shown here. The wire attached under the rear fuselage and to the main wheels is an earthing spike

9. The final version of the M.B.5 in flight

10. An overall view of the port main wheel assembly. Note that the oleo appears to be

painted black, which is probably because of the type of film used and this area is probably yellow

11. A close-up of the hinge mechanism for the main oleo. This shot is of the port main wheel looking outboard

12. Plans

13. A nice shot of the starboard side of the Rolls-Royce Griffon 83 liquid-cooled twelve-cylinder engine of 1,900hp. Unfortunately no known shot of the port side exists

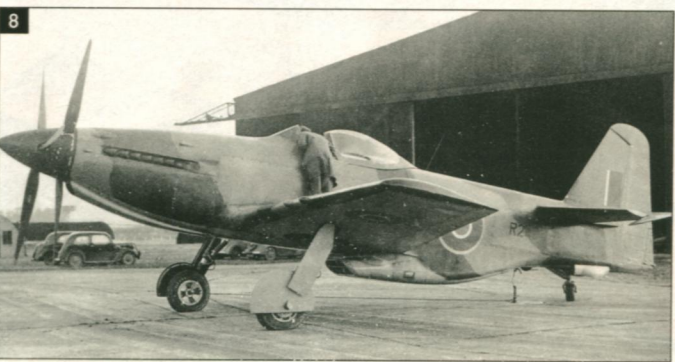
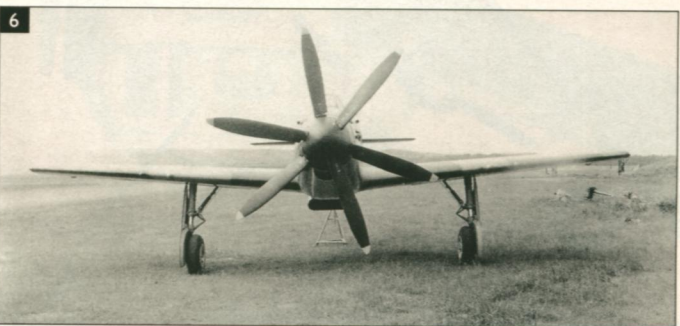
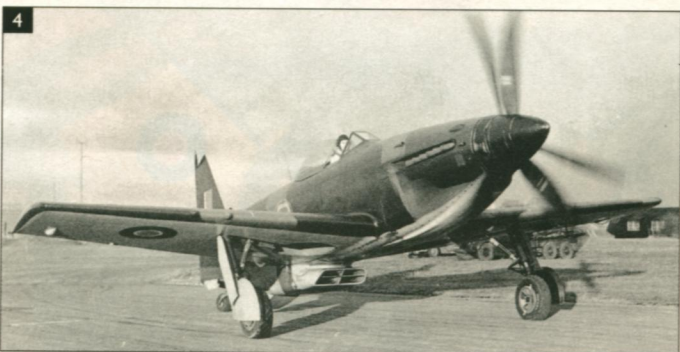
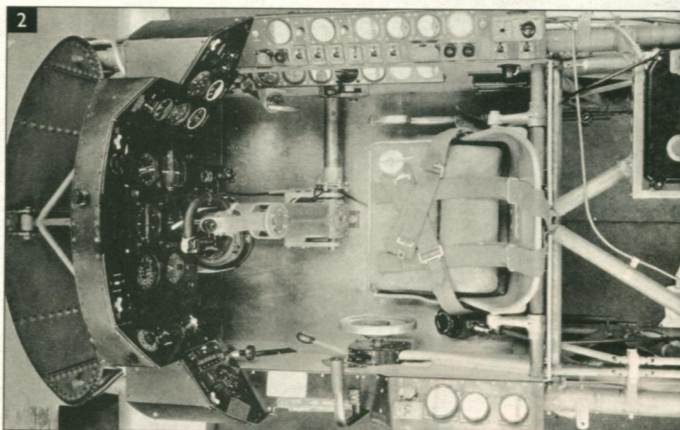
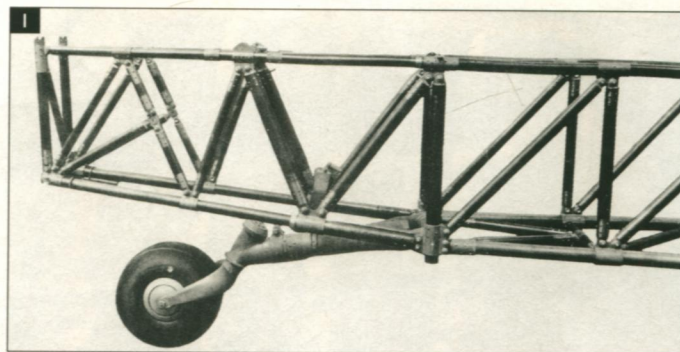
14. An overall shot of the wing in the assembly jig. This is the lower surface of the starboard wing

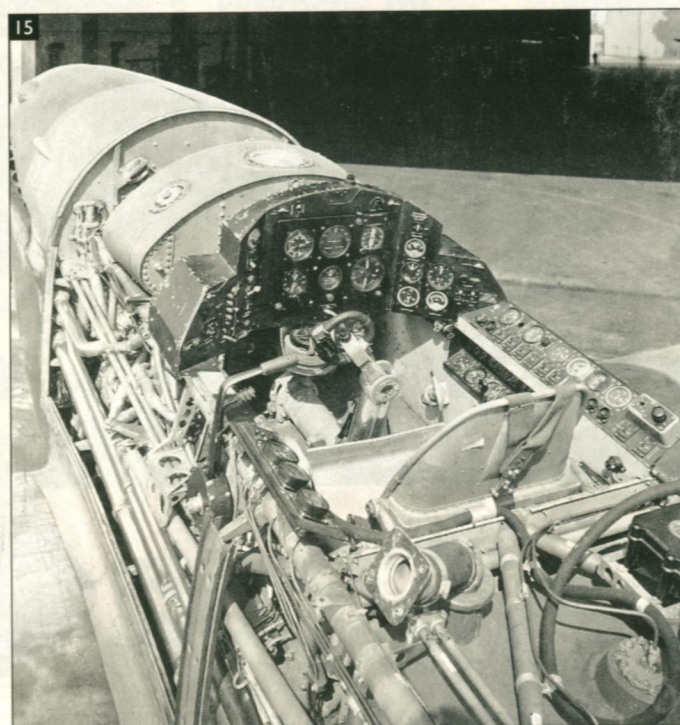
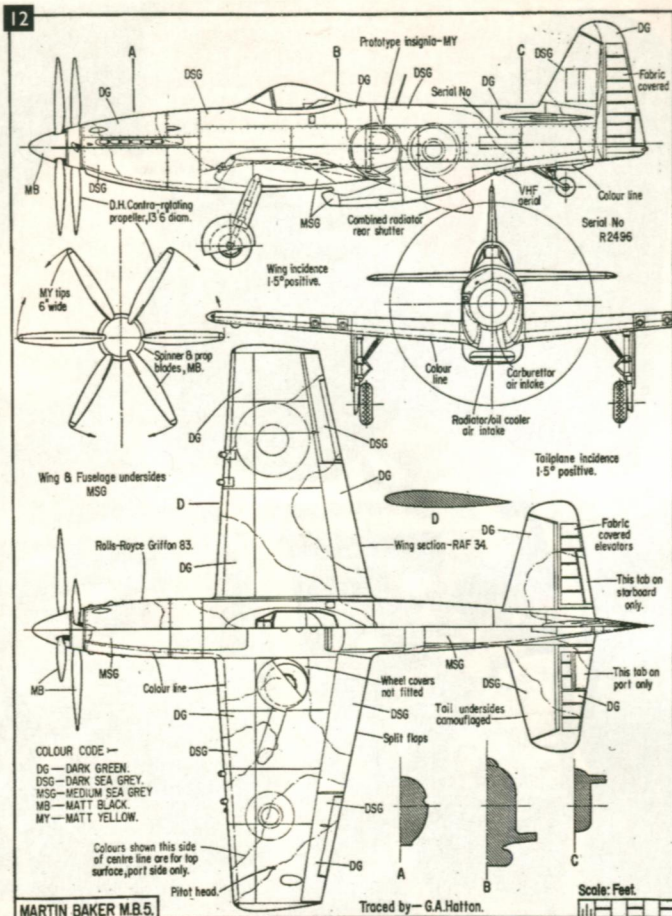
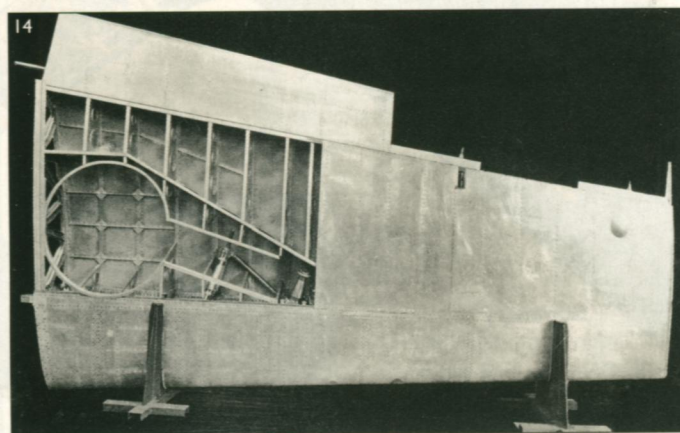
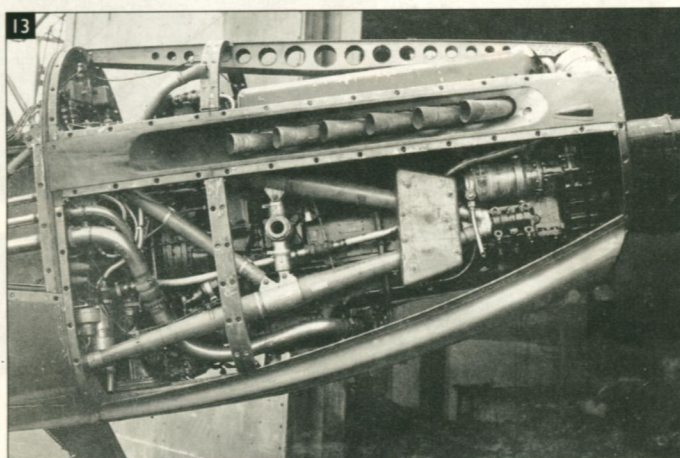
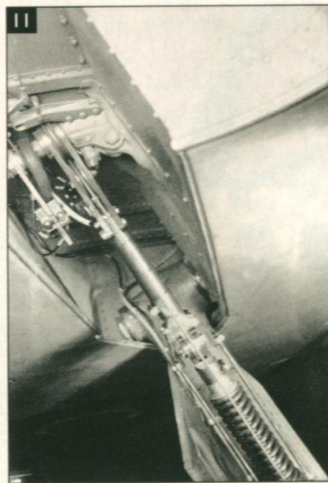
15. The cockpit area of the M.B.5 was quite unique. The control column and rudder pedals were a single assembly, which could be removed in one. The instrument panels are hinged in three sections so that the instruments were easily accessible for repair/servicing. The entire upper decking and side panels all came off on the M.B.5; this shot does not show a 'partially completed' machine!

16. This is R2496 as completed during 1944. It is seen here in its initial form with the original style rudder and small tailplanes

17. The man and his machine. James Martin stands in front of the M.B.5 in its final form

All photographs © Martin-Baker Aircraft Co., Ltd







the first UK aircraft to have its internal structure finished in the mustard-coloured zinc-chromate. The model was thus completed with its internals in this colour. Of course, all internal painting of the structure was completed before the internal structure was installed, although a great deal of 'touching-up' was required subsequently. The model was now thus completely assembled with propeller and all fittings and was ready for its paint finish. Externally, normal camouflage colours for the period were applied to the topsides with prototype yellow to the undersides, all via hand brushed Humbrol enamels. What can be seen of the roundels (after removal of the various access panels), were applied via old fashioned ink drawing compasses, the resultant areas between the lines filled in by brush.

A very light weathering was carried out by rubbing down with 0000 gauge wire-wool which darkens the paint finish slightly but imparts a realistic metallic sheen to an otherwise dull matt-finish. Continued rubbing at appropriate areas resulted in panels and leading edges etc. becoming more prominent. Additionally, oil streaks (gloss brown paint) and exhaust marks (cabon dust) were applied.

Finally, rivet lines were applied over the whole model. This rivet detail was applied, with suitable clock wheels set in a handle, after painting. It has been found that if applied before painting such fine detail becomes completely obscured. For the same reason, cowlng fasteners etc were also fitted at this stage. See photos 16, 17 and 18 for the finished model.

Summary

The construction of this type of model gave much pleasure, as in general principle it followed the practice of the prototype, eg. starting with the basic framework, applying various skin panels and modelling interior details.

Acknowledgments

The modeller/writer would like to record his thanks to Martin-Baker Aircraft Ltd, Higher Denham and to Mr Arthur Bentley, formerly of BAe (Hatfield), for all the source information and general help.

Alan Clark



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NOTE

For all of you wanting to build the M.B.5 in less-involved manner and to a smaller scale, then you can obtain the limited-run injection moulded kit of the type produced by Silver Cloud. This kit is a limited edition, but it is still available and retails for £27.99 in the UK. For more details contact: Silver Cloud Lancaster House, PO Box 50, Whitstable, Kent. CT5 2UX Tel: 01227 277569 Fax: 01227 770195

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I count myself fortunate in having about half a dozen museums and vintage aircraft collections within easy reach of my home base. Of these, it is not always the biggest that provide the most interest and inspiration. Amongst the smaller ones, one of my favourites is Salisbury Hall, London Colney, home of the De Havilland Aircraft Heritage Centre and Mosquito Museum.

Salisbury Hall's main claim to fame is, undoubtedly as the birthplace of the Mosquito. De Havillands took over the premises in October 1939 for the development of their new, top secret, plywood bomber. The prototype was built in a disguised hanger before shipment to Hatfield for testing.

After the war, this aircraft returned to be the first exhibit in the museum, which opened to the public in May 1959.

There are three things that I find special about a visit to Salisbury Hall: firstly, there are no rope barriers between you and all those

marvellous de Havilland aircraft. You can get right up close and, in some cases, have a real 'hands on' experience; secondly, the enthusiasm and knowledge of the volunteers who staff the exhibits ensures that almost anything you ask will be answered.

Last, but by no means least, there is even a modelling club which meets on site, with someone usually around for a good old 'chin-wag' about our hobby.

The Vampire T.11 Trainer

A side-by-side format trainer was first developed from the night fighter variant of the Vampire, by de Havillands as a private venture. Designated D.H.115, the prototype was built at the old Airspeed works at Christchurch and first flown from there in November 1950.

The aircraft was quickly adopted by the RAF as the second phase of flying training after the Hunting Provost. As such, it was the first jet aircraft upon which RAF pilots actually gained their wings.

In a long and fruitful career, 535 aircraft were built for the RAF and 73 went to the Fleet Air Arm as the T.22. The T.55 was a highly successful export version which eventually equipped the air forces of twenty-four nationalities. Some Swiss examples remained operational into the early 1990s and some of these are still flying, in private hands.

XJ772 at Salisbury Hall

The subject of my model began its career in 1952 at Christchurch, as an export T.55 built against an order from the Royal Norwegian Air Force. After serving in Norway for three years, the aircraft was presented to the RAF as a gift from the Norwegian people.

Following conversion to T.11 standard, the aircraft now coded XJ772 was issued to No.8 Flying Training School, where it remained until the end of 1959.

After a period at No.60 Maintenance Unit, there followed service with No.1 Flying Training

School and Cranwell College until mid 1965.

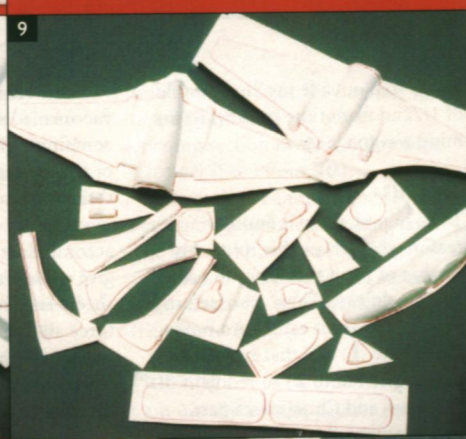
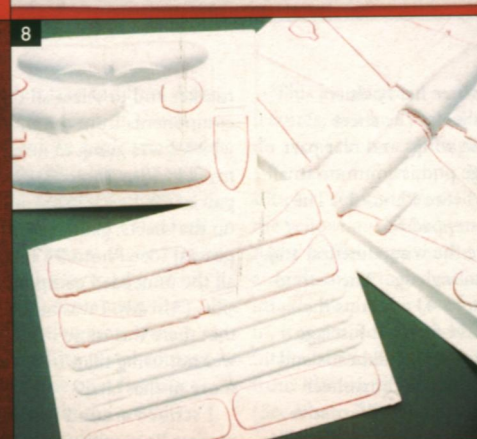
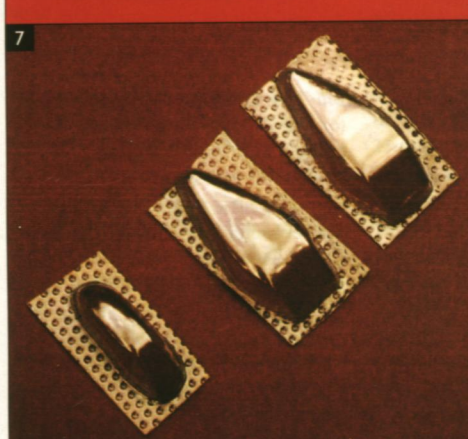
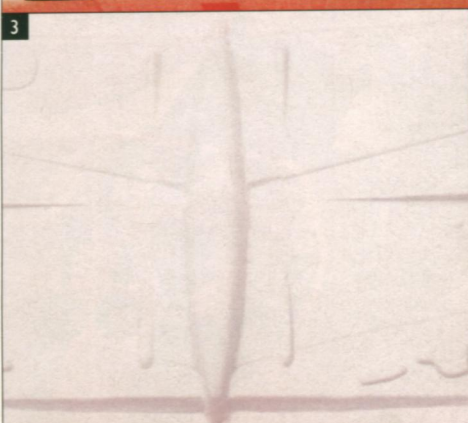
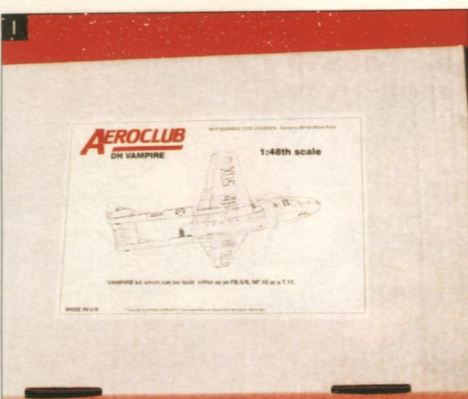
After a stay with No.27 Maintenance Unit, the final service posting in 1967 was to the Central Air Traffic Control School at Shawbury, from where the aircraft retired on 12th February 1970.

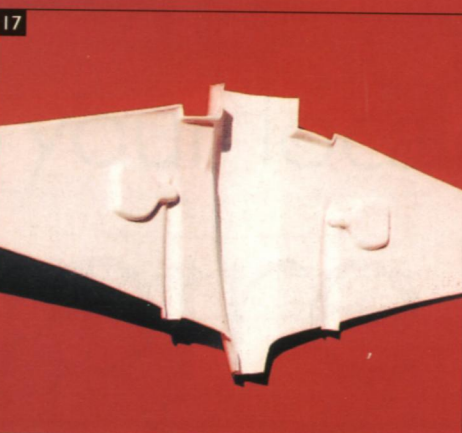
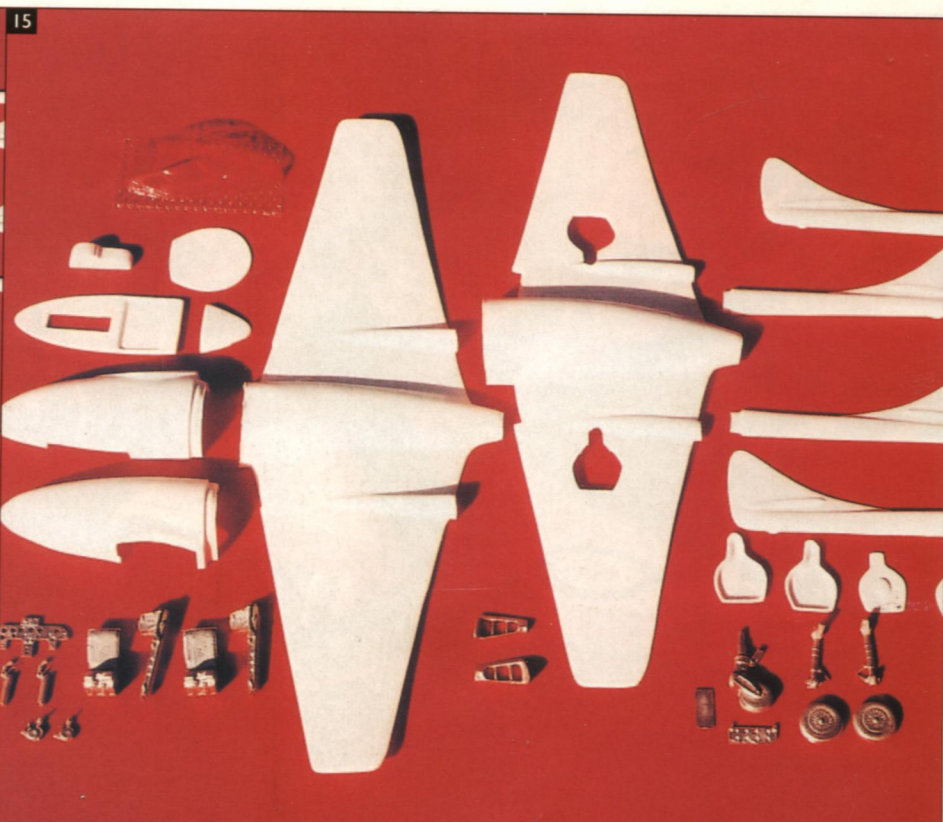
Following retirement, XJ772 was bought by Brooklands College who eventually donated it to the de Havillands Heritage Centre in 1994.

Restored to its CATCS colours and markings, XJ772 is the first thing you see when entering the main hanger at Salisbury Hall. For me, it was love at first sight (again).

Modelling the T.11

On discovering that the Aeroclub 1/72nd Vampire T.11 is not currently available, I began to consider both the Czech Master resin 1/72nd kit and the Aeroclub 1/48th vac-form. Whilst the Czech Master is an excellent kit, (See SAMI review, Vol 7 No. 8: Aug. 2001.) it is actually quite a bit more expensive than the Aeroclub 1/48th. Also, I do





like to step outside my 'home' scale of 1/72nd from time to time, so my mind was made up.

The Kit

To be honest, there is another reason why I chose this route. My version of retail therapy is to order an Aeroclub kit. There is something about those stout cardboard boxes (See Photo 1) and that real tissue paper, (See Photo 2) so redolent of birthdays and Christmases past, which never fails to cheer.

None of this would be the case, of course, if the contents of the box were not first class. In this case, I have to say that I was 'bowled over', not just with the quality but also by the generosity of the contents of the box.

Apparently, Aeroclub originally intended this to be three separate kits (single-seat FB.5, two-seat NF.10. and two-seat T.11.) However, because of market conditions at the time of release, it was decided to package just one kit, to build any one of these three options.

There are three heavy-duty vac-formed sheets. The sheet containing the wings and rear part of the fuselage pod is common to all three versions (See Photo 3). The moulding is stepped to accommodate the wing dihedral and give a fine trailing edge. The second sheet (See Photo 4) contains the three alternative forward fuselage pods, cockpit floors, bulkheads and nose wheel bays. The third sheet (See Photo 5) contains alternative tail booms, fins and rudders with a common tailplane.

Next up are the white-metal parts. (See Photo 6) There are two ordinary seats and two ejection seats, plus control panels for all three versions, two throttle controls and control columns, together with alternative nose wheels, undercarriage doors, air intakes and a very small pair of horn balances. Finally, come three alternative clear vac-formed canopies (See Photo 7).

Preparation

The first job was to take a fine red

marker and to select all the vac-form components from the three sheets, which I was going to need to build my T.11 (See Photo 8) Next I took a pair of kitchen scissors and chopped up the sheets, gathering all the bits I needed (See Photo 9) and putting all the unneeded components to one side. (Already, I was becoming aware that there was more of this kit that I was not using than I was using, but more of that later.)

I scribed around the perimeter marker lines with a scalpel and scribed, roughly at right angles to the perimeter line, every couple of inches or so. This enables the breaking away of surplus backing sheet from each component (See Photo 10) Once this is done to all the components, things begin to look like an aircraft kit! (See Photo 11)

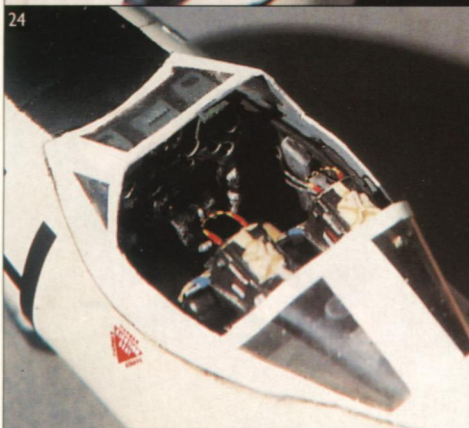
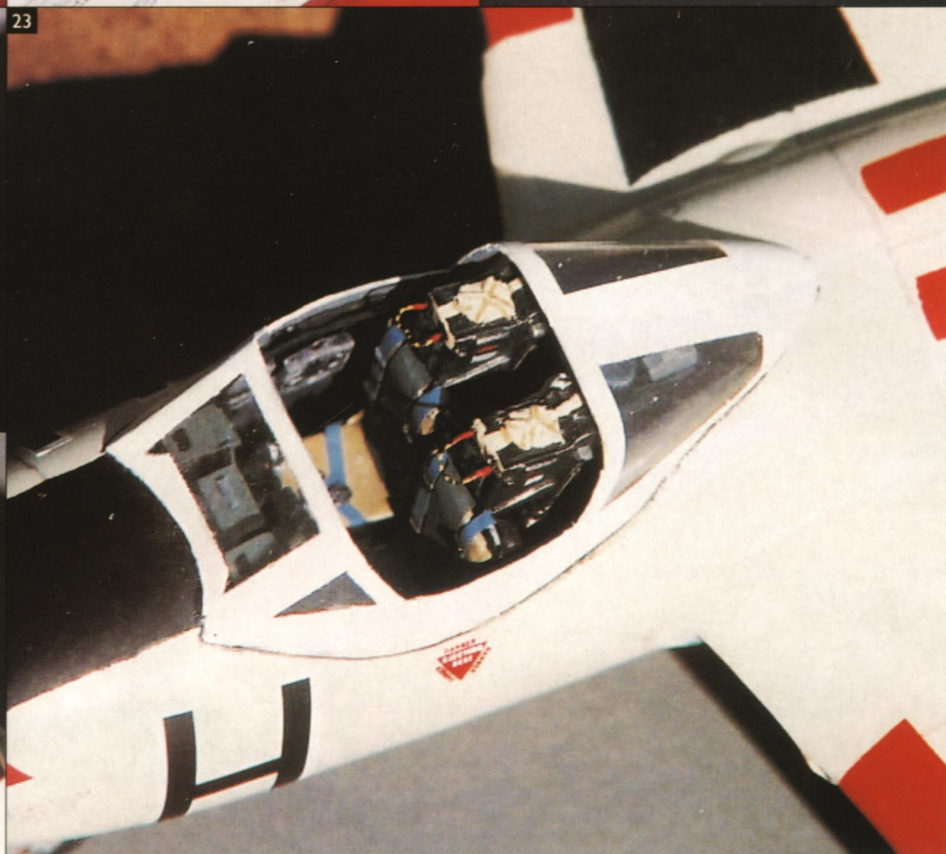
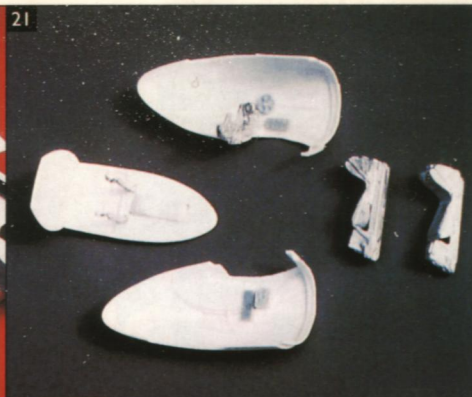
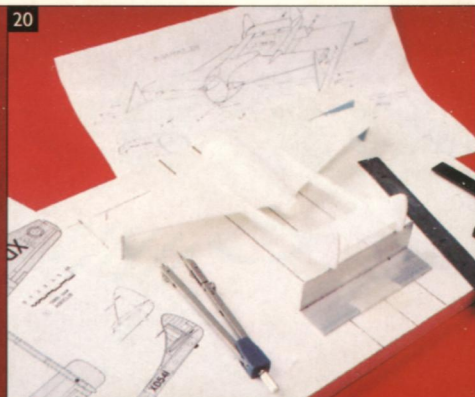
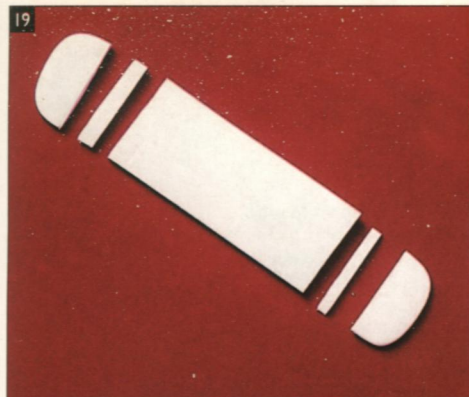
Next comes perhaps the most laborious operation of all vac-form kits. The vac-form parts need taking down to the correct size and thickness. I do this on a flat sheet of wet and dry (in the wet state) using

Blu-Tack as a convenient material for handles (See Photo 12). A gentle, even pressure is needed, turning the part regularly, until a sliver of plastic flakes away where the perimeter line was scored by the scalpel. Frequent checking is needed so as not to take the parts down too far. The last fine adjustments can be made by scraping with a scalpel blade. When this had been done to all the vac-formed parts, (See Photo 13) it was time to sort out and clean up the white-metal components. For a late T.11, I needed both ejection seats, control columns and throttles together with the spoked wheels and common parts (See Photo 14).

Finally, when all this lot was put together with the appropriate canopy, I had a de Havilland D.H.115 Vampire T.11 kit! (See Photo 15)

Main Construction

After all that preparation, I couldn't wait to get stuck in to construction, so the next few steps followed in



rapid succession. First, the cockpit floor was cemented to the rear cockpit bulkhead and left to dry against a square, to ensure a right angle (See Photo 16). The main undercarriage bays were fixed inside the lower wing (See Photo 17) and the upper and lower wing/ rear fuselage pod sections were joined (See Photo 18).

The tailplane halves were joined and then cut into the central section and outer fins (See Photo 19). The tail boom halves were joined and, by now, I was going so fast I didn't take a photo!

At this point I was forced to slow down, since the next step called for the building of a jig. Aeroclub gives comprehensive instructions and a clear diagram for this and it really is quite straightforward. Three centrelines are drawn on a firm surface: one for the fuselage and, outboard from this, one for each tail boom. The wing tips are supported on card and the fuselage held on the centreline with Blu-Tack. The tail booms and main tailplane can now

be cemented in place and held at the correct angle by a piece of 1 inch (25mm) aluminium angle (or card) (See Photo 20). This gave me what appeared to be a very pronounced upward tilt to the tail, but checked against the drawings, it is correct.

Next comes the forward part of the fuselage pod, containing the cockpit. The ejection seats were assembled and white-metal control panel fixed into the port fuselage half. The aperture in the cockpit floor was cut out and the nose wheel bay fitted. The two control columns were fitted to the cockpit floor and I added some sidewall details, mainly a trim wheel and some cables (See Photo 21). Now all this lot was painted and detailed. I added a couple of head-up type sights, as seen at Salisbury Hall, and generally tried to paint the model like my photos of the real thing. Once again, I was going too fast to pause for photography and offer some shots of all this, taken at a later stage in the proceedings (See Photos 22, 23, 24 & 25).

This kit offers no internal features, so I had to decide what to do about the 'see-through' effect at air intakes and jet pipe. The simplest solution seemed to be to fit the yellow and black 'remove before flight' baffles seen on the real aircraft. Since the white-metal air intakes need to be fitted and faired in, it was necessary to fit the air intake baffles now. These were cut from Plastikard and pre-painted (See Photo 26).

The outer tailplane fins were now added together with the canopy fillet behind the cockpit opening (See Photo 27). Major joints were filled and sanded and, suddenly I'm beginning to get something that looks like a Vampire! (See Photo 28)

I decided that it would be good to attach the fixed part of the canopy at this point and began by cutting the canopy out with a sharp pair of surgical scissors (See Photo 29). I wanted the canopy open, as seen at Salisbury Hall, so I masked around the opening section. This was to give a visual line and, hopefully,

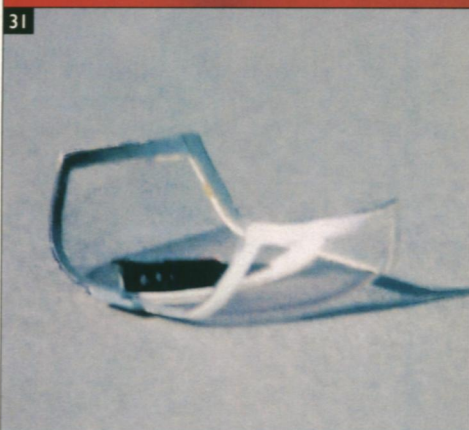
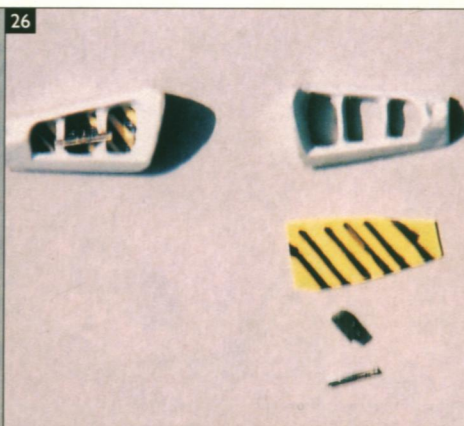
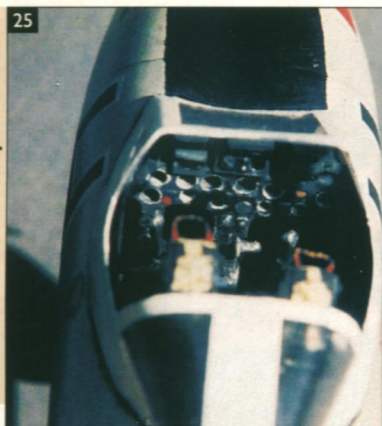
something of a cutting line. Using a new blade, I then cut out the opening section of the canopy with a scalpel (See Photo 30).

The cockpit canopy framing was cut from pre-painted masking tape. The internal hinge and support mechanism for the opening section were scratch built from Plastikard (See Photo 31).

Painting

I am usually a brush painter but, at this scale, the overall background colour of XJ772 was an obvious candidate for spraying. I do have a basic airbrush, but went off to my local Halfords to look for a can and an easy way out. After a brief, and almost disastrous flirtation with Peugeot 'Banana Beige', (I should have known better with a name like that!) the airbrush was dusted down and I settled for Humbrol Camouflage Grey (27).

The cockpit was masked and filled with damp tissue. The air intakes were masked with Blu-Tack (See Photos 32 & 33) and spraying



commenced (See Photo 34).

Three coats of camouflage grey were needed to cover. When these were thoroughly dry, the masking was removed. The anti-glare panel and engine inspection step panel on the starboard wing were masked and brush painted Humbrol Matt Black (33) (See Photo 35).

To emphasise the panel lines on this model, I used a 0.5mm automatic pencil fitted with a dark brown water-soluble lead, which I got from my local art shop.

Lastly, the model was given three coats of Johnsons Klear.

Finishing Construction

Aeroclub recommend that a jet pipe be cut from aluminium or brass tube, from your local hobby shop. I couldn't find any with a thin enough wall, so I made a jet pipe from paper. The paper was rolled to the right diameter then fixed with superglue. This tube was dipped in Klear and allowed to dry overnight. Finally, it was painted with Humbrol Metalcote Polished Steel

(27003) A 'remove before flight' baffle was cut from plastic card, pre-painted and fixed into the jet pipe (Visible in Photo 37).

The last main construction step was to fit the undercarriage. First, the main undercarriage doors need to be cut into their two sections (See Photo 38). The larger pieces were fitted to the main undercarriage legs, after the addition of some hydraulic lines from fuse wire. The whole of the undercarriage was then painted (See Photo 39).

Decals

Producing a custom decal scheme for this particular aircraft threatened to be complicated, but actually worked out very well. I used Fantasy Printshop solid colour decal sheet, colour Insignia Red, to cut the red markings, based on my photographs (See Photo 40). This is a splendid material. It is thin and easy to butt and even overlap. It sinks beautifully into Johnsons Klear. Although it is thin it is very dense and opaque and covers

superbly. It is a little bit brittle when dry and needs sealing with a final coat of Klear (See Photo 41). The large squadron code letters come from a Modeldecals sheet (ML 060) and the white background was cut from Fantasy Printshop sheet (See Photo 42). I invested in Xtradecals sheet X-1848 (Vampire NF.10/ T.11) and all the stencilling and national markings come from that sheet.

Bits and Pieces

I finished the model by adding a few bits and pieces as seen on the real aircraft at Salisbury Hall. The wing tip and ventral antennae were cut from Aeroclub aerofoil section extruded stock, and the pitot from plastic rod. The whip antenna is a paintbrush bristle. Finally the cockpit canopy was fixed in the open position (See Photo 43):

Encore!

Now that my Vampire T.11 was complete, I was left to contemplate a decal sheet with enough left on it for another aircraft and a bag

containing more high quality model parts left over than I had actually used. There was no way that these parts would ever come in handy in the 'spares box' and I just couldn't bring myself to throw them away. Looking at them more closely, I reckoned that if I had the vac form sheet containing the wings, there was enough for another model. Accordingly, I wrote a rather cheeky letter to Aeroclub. They didn't seem to mind a bit and supplied the desired sheet at a very reasonable price.

The choice of subject for the second model, dictated by what I'd seen at Salisbury Hall and what was left on the decal sheet, was the D.H. 113 Vampire NF.10 two-seat night fighter.

WM729 at Salisbury Hall and Modelled

First flown in August 1949, the Vampire NF.10 night fighter preceded the T.11 as De Havillands first two-seater jet. Developed as a private venture for export, it was

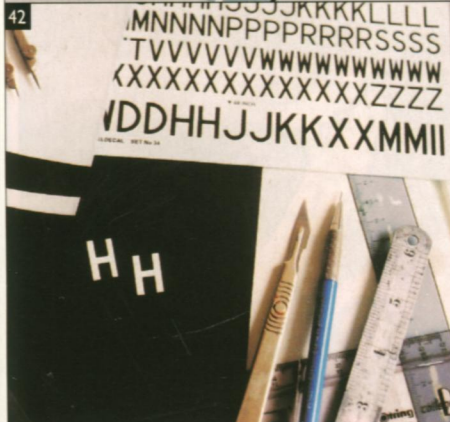
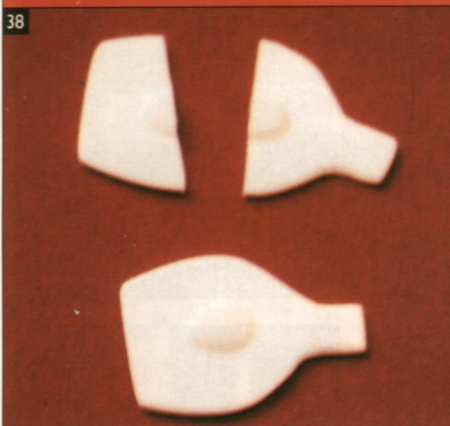
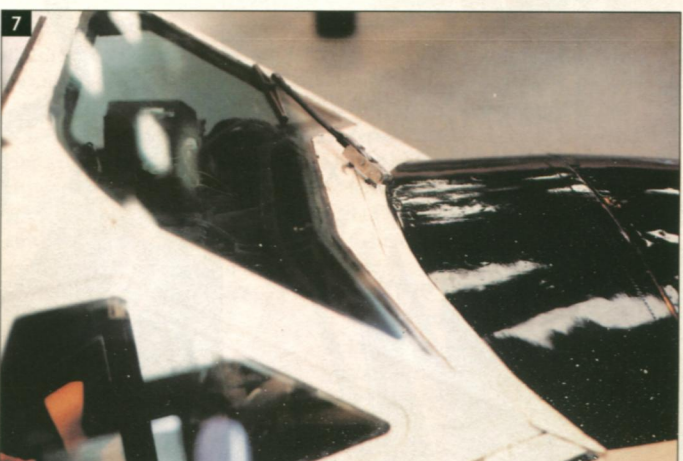
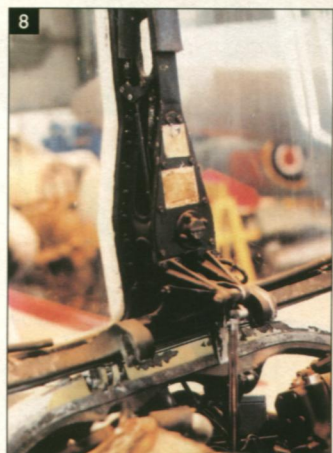


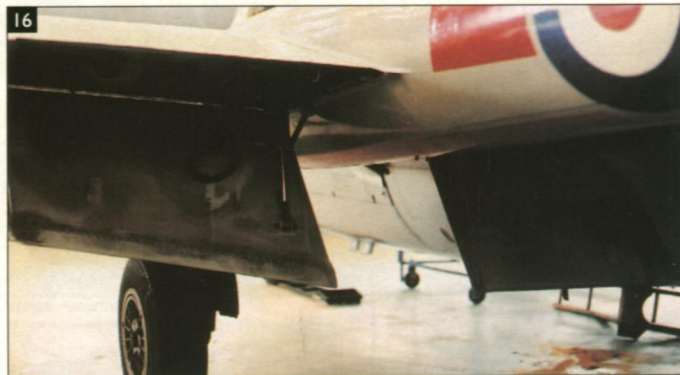
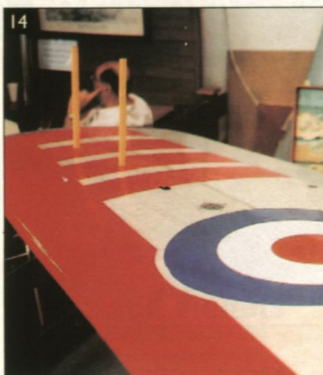
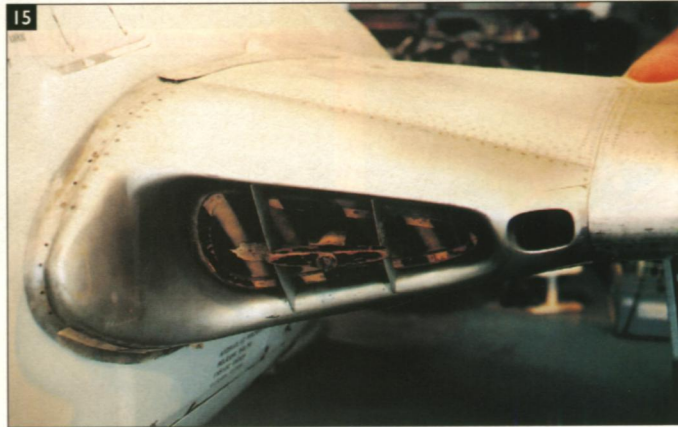
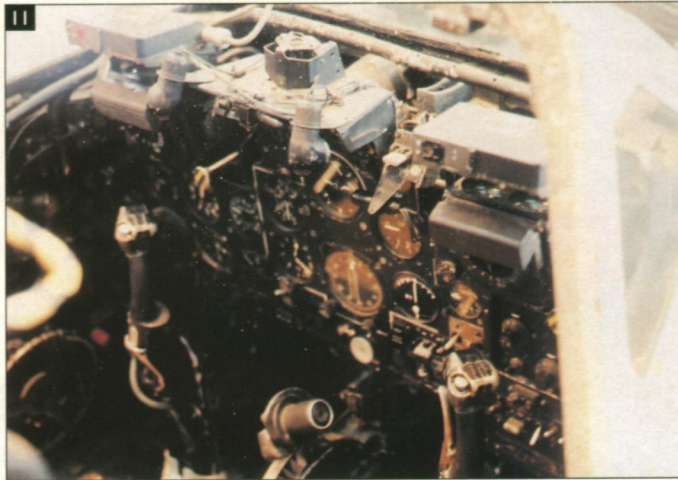
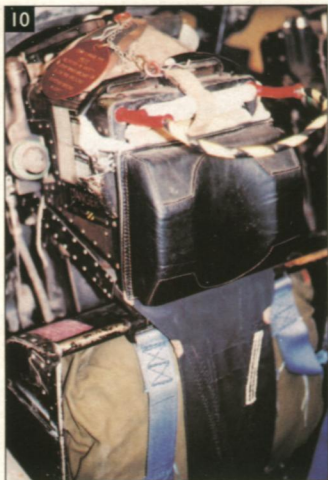
Photo Album

The disinterest shown by officialdom to our engineering heritage in general and aircraft in particular, can be depressing. Set against this is a bright ray of hope. Whether you 'surf the net' or browse the aviation press, it doesn't take long to realise that, dotted about the length and breadth of the country (and indeed, other countries) are small bands of individuals dedicated to the restoration and conservation

of vintage aeroplanes. Not only are these people preserving an invaluable part of history, but they also offer us modellers an unrivalled source of inspiration and first hand information. So, get out and support your local Vampire – or whatever it may be!

A final word of special thanks to the Salisbury Hall volunteer who let John and Alex and me sit in the cockpit of Vampire XJ722- brilliant!





1a/1b. The Vampire T.11, XJ722, restored to the 1967 colours of the Central Air Traffic Control School at Shawbury, is the first thing you see when entering the main hanger at Salisbury Hall

2a/2b. The port side of XJ722. The aircraft came to the museum in 1994, from Brooklands College

3. Nose wheel and doors from the port side

4. Nose wheel and doors from the starboard side

5. Starboard main undercarriage. Note the 'spoke' type wheel. The outer bay door cuts into the underwing registration number

6. A view over the back of the fuselage pod to the port tail boom. Note the markings on the rear of the fuselage and inside of the boom. The port boom and fin carry a whip aerial and pitot head.

7. Front windscreen showing single wiper. I was told that the anti-glare panel is incorrectly painted gloss

8. Central strut and hinge mechanism for the opening section of the canopy

9. Canopy seen in the open position, from behind

10. Head rest and upper section of starboard ejection seat. Note harness colour

11. General view of the cockpit interior. Both control columns trim wheel and central throttle control are clearly visible

13. Close view of cockpit controls

14. Starboard wing detail

15. Port air intake. Note the internal baffle

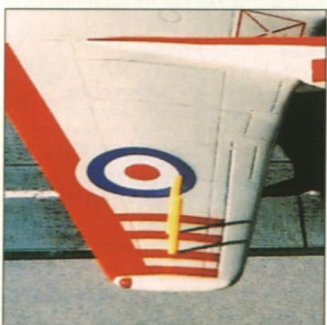
16. Underneath the port tail boom. Flaps shown in open position, either side of the boom

17. Port tail boom detail showing details of markings

18. Tail detail

19. Jet pipe, with baffle in place

20. Horn balances beneath central tailplane



soon appropriated by the RAF when an arms embargo on Egypt made an initial consignment of twelve aircraft available. Thereafter, the NF.10 served alongside the Meteor NF.11 until the Venom NF.2 became available.

You could be forgiven for completely missing the NF.10 in the Salisbury Hall collection. WM729 exists only as a fuselage pod stacked against the main hangar wall; awaiting restoration (See Photo Album 6 - previous page). This much of the aircraft was rescued from Enfield Rolling Mills in November 1959. My model represents this Vampire, as it would have appeared serving with No. 25 Squadron at West Malling in 1953. It would be nice to think that the real aircraft will one day be restored to the same extent to stand alongside XJ722 (See Photo bottom right).

The build of my NF.10 was very much the same as the T.11, except that I scratch built a second tailplane and sculpted the air intakes from Milliput.

Night Fighter Vampires appeared in overall Medium Sea Grey with Dark Green camouflage on upper surfaces. The nose radome was a slightly lighter and more yellow shade of grey. I used Humbrol Medium Sea Grey (165) and Humbrol Dark Green (M116). The nose radome was a 50/50 mix of Medium Sea Grey and Gull Grey (129).

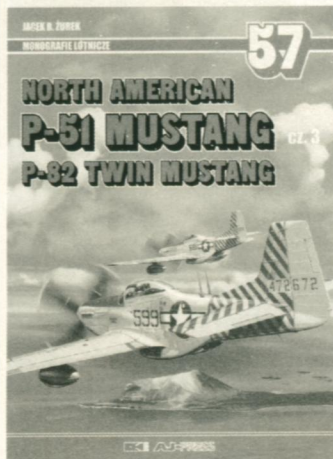
Neil Pinchbeck

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- De Havilland Twin Booms by Adrian Balch Airfile Publications ISBN 1 84037 250 8
- Museum Guide to Aircraft Exhibits by Philip Birtles De Havilland Aircraft Heritage Centre PO Box 107, Salisbury Hall London Colney AL2 1EX, U.K.
- De Havilland D.H. 115 Vampire T.11 two-seat trainer XJ772 at the De Havilland Aircraft Heritage Centre, Salisbury Hall, London Colney.



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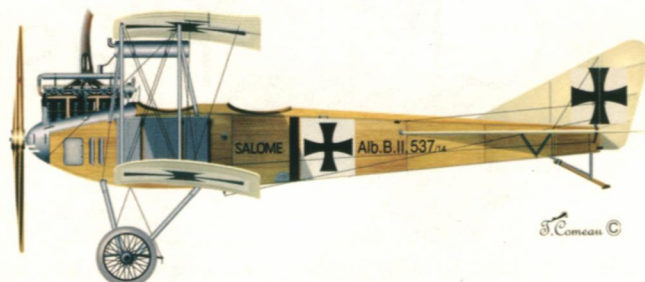
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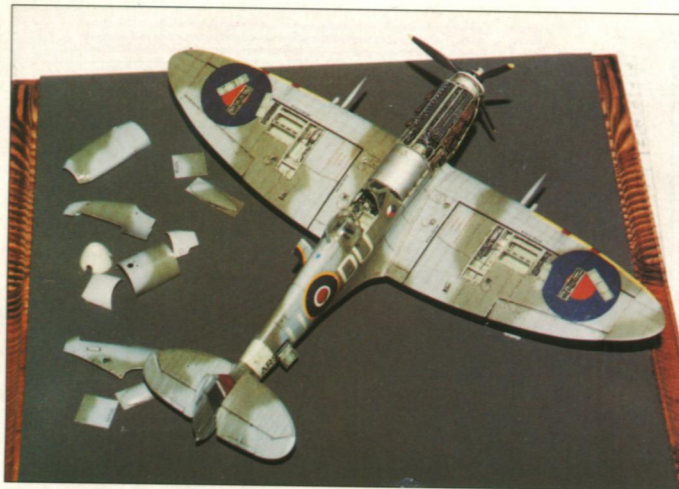
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Spitfire Mk Vc in 1/72nd scale built by Zdenek Sebesta...



...details of Sebesta's Spitfire



Detailed kit of F6F-5(N) Hellcat in 1/72nd scale built by Milon Vojtisek



One of the best models in the Standard Kit category was this P-47D (1/72nd) by Michal Sourek

SHOW REPORT

CMK Plastic Party

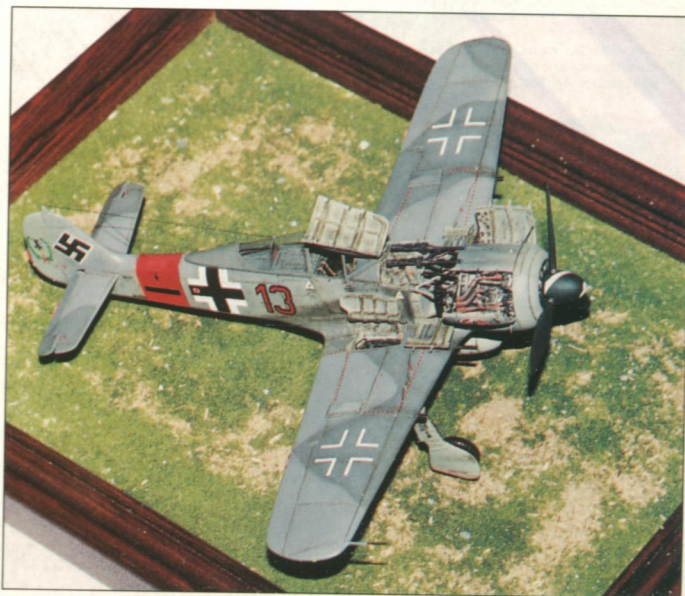
2003

by Przemyslaw Skulski

On April 26th 2003 in the Czech city of Liberec the annual CMK Plastic Party show was held. As in previous years the main organisers of the competition were the 1st Plastic Modelling Club Liberec and CMK, a well known modelling company from Prague. This year the organisers introduced a new formula for the competition, based on regulations used in the International Plastic Modelling Society. For CMK Plastic Party 2003 modellers presented models of aircraft in 1/72nd and 1/48th scale. Models were divided into two categories; Detail Kit (models with additional, aftermarket resin and photo-etched accessories) and Standard Kit (model from the box). In both categories models were judged and the maximum available score was 50 points.

Once again this year the competition in each class was very strong. About 80 aviation models were exhibited, most of them of a very high standard. The modellers came to Liberec from different Czech model clubs as well as from Poland.

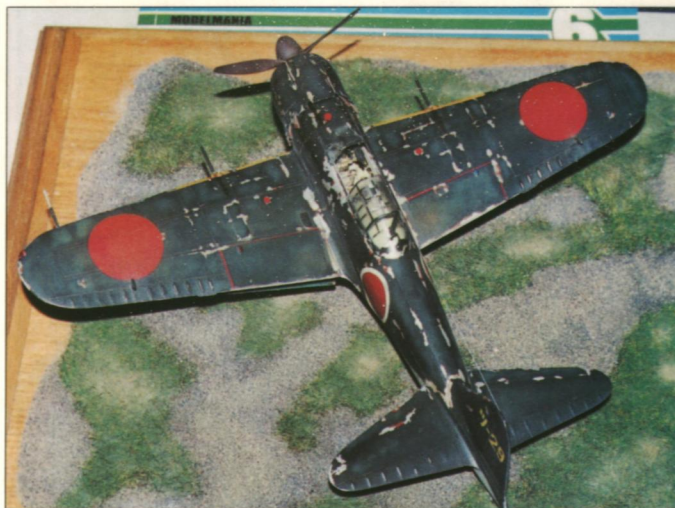
Aviation models in 1/72nd scale for the 'Detail Kit' category comprised thirteen entrants, all of which were very well presented. The winner was a Spitfire Mk Vc built by Zdenek Sebesta. This modeller, from Prague, has a fantastic skill level. His model was a conversion of the Tamiya kit (Spitfire Mk Vb) with many additional resin and photo-etched parts, however many details were also built from scratch. This model also won the prestigious W/C Karl Mrazek Memorial trophy, for the best model of a WWII Allied



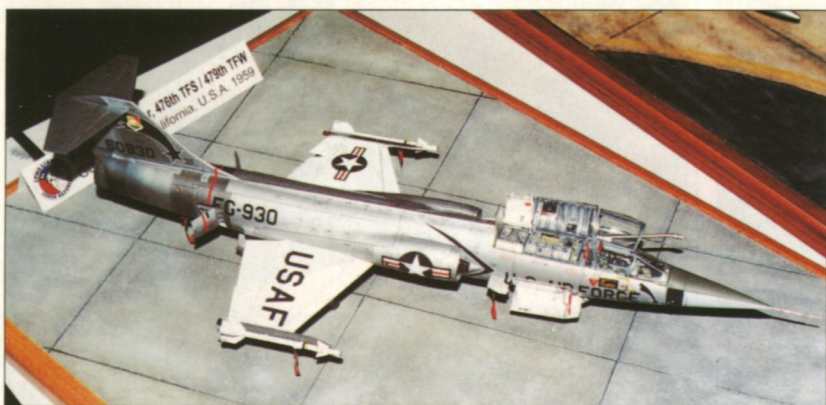
Fw 190A-7/R2 (1/72nd) built by Jan Pavlik



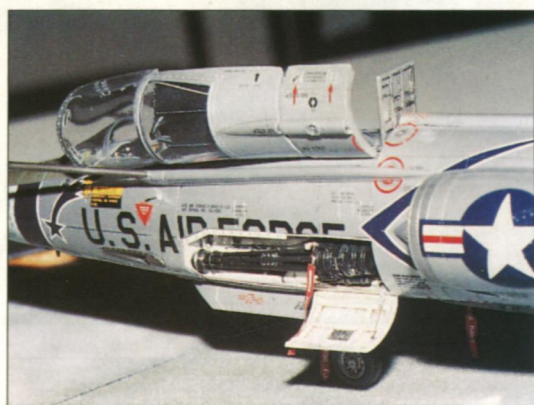
Giant model of C-130H Hercules in French markings. This model was built by Lubos Kuna



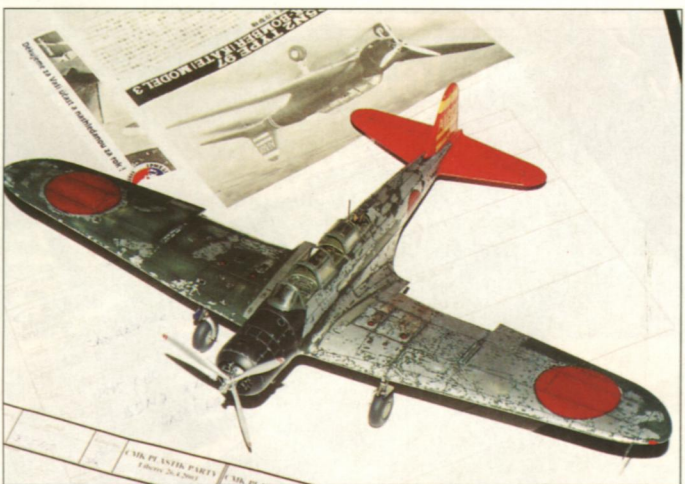
A6M5b (1/48th, Hasegawa) built by Zdenek Lauterbach. This model won the special "Bandai" prize for the best model of a Japanese aircraft



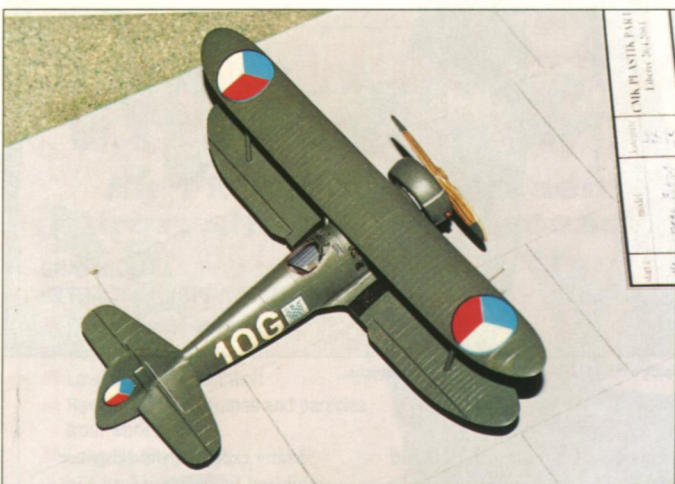
F-104C Starfighter (1/48th, Hasegawa) built by Petr Dousek



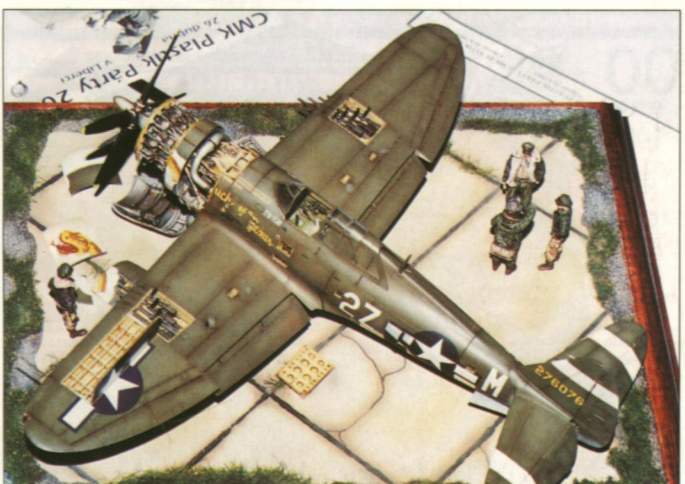
Details of the Starfighter



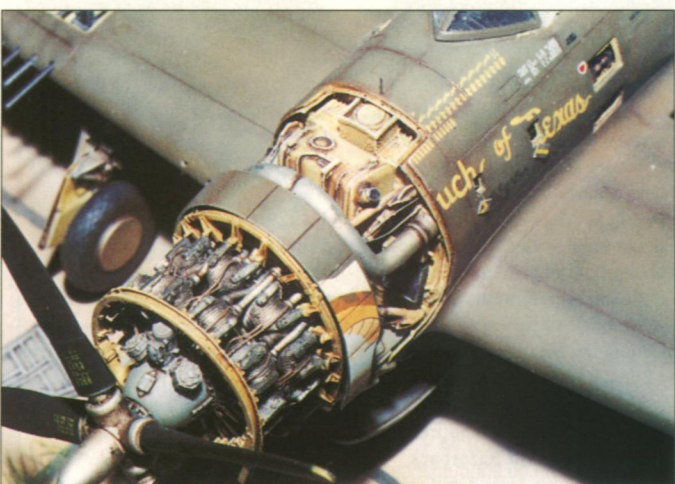
B5N2 Kate (1/48th, Hasegawa) with intensive weathering built by Jan Hajicek



Nice model of a Smolik S.231 (1/72nd) by Josef Maier



Impressive model of a P-47D (1/48th, Tamiya) Thunderbolt built by Zdenek Lauterbach...



...details of Lauterbach's Razorback



Mosquito NF Mk.II (1/48th, Tamiya) built by Michal Sourek...



...details of the Mosquito



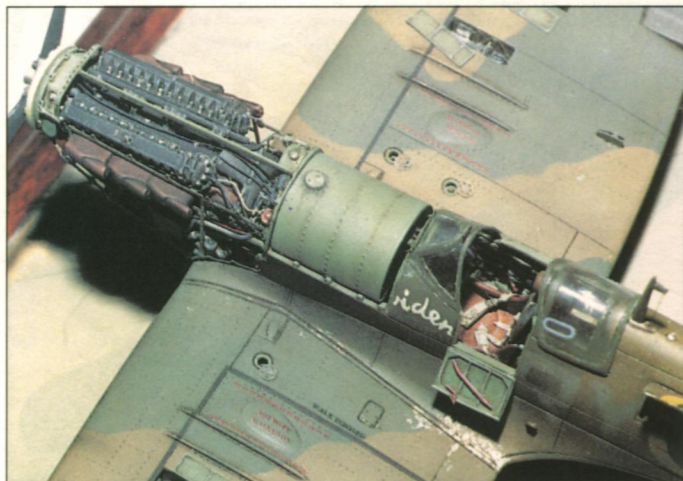
This nice model of a Swordfish was exhibited outside of the competition classes



Model of a MiG-3 (1/48th, ICM) built by Jan Mikac



Spitfire Mk I (1/72nd) exhibited by Pavel Stechr...



...details of the Spitfire Mk I

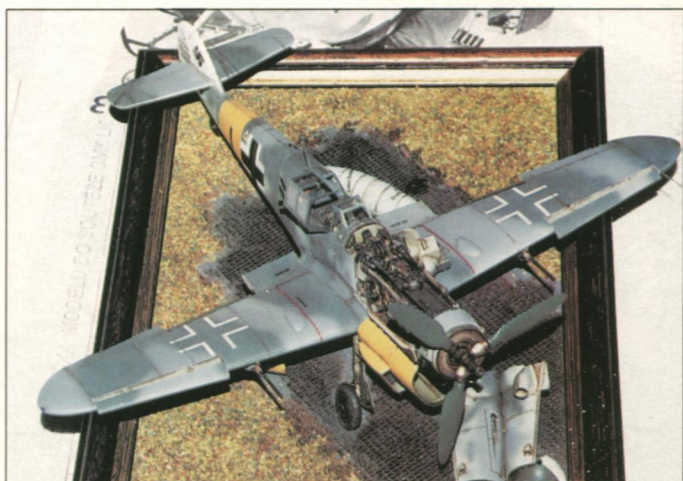
aircraft. Other interesting 1/72nd scale model on display included a giant Lockheed C-130H Hercules in French markings built by Lubos Kuna, a detailed Spitfire Mk I by Pavel Stechr and an F6F-5N Hellcat built by Milon Vojtisek.

In 1/48th scale for the 'Detail Kit' category the overall winner was an impressive model of a Lockheed F-104C Starfighter built by Petr Dousek. It was based on the Hasegawa kit with CMK accessories. although once again many of the details were scratchbuilt. Other very good models in this category included the Messerschmitt Me 410 by Zdenek Sebesta, Mosquito NF Mk II (Tamiya kit with Aires accessories) by Michael Sourek and P-47D Thunderbolt Razorback (Tamiya kit with Aires detail set) of Zdenek Lauterbach.

Many excellent models were exhibited in the 'Standard Kit' category. Here the most important aspects for judging were that the model was built very cleanly and beautifully painted with weathering effects. The most impressive were: Ki-84 Frank (1/48th Hasegawa) built by Milan Jiskra, P-47D (1/72nd) in French markings by Michal Sourek, Spitfire Mk Vb and Hs 129B (both in 1/48th) by Petr Prucha. The only disadvantage in this category was that 1/72nd and 1/48th scale models were both judged together.

This year's CMK Plastic Party was a very successful event. It isn't a very big competition, but it does a great deal to promote the hobby of modelling.

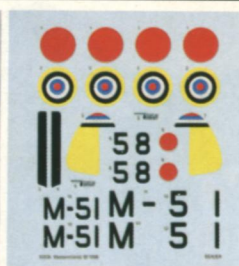
Przemysław Skalski



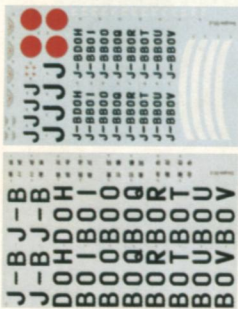
Bf 109G-6 (1/48th, Hasegawa) built by Jan Bobek

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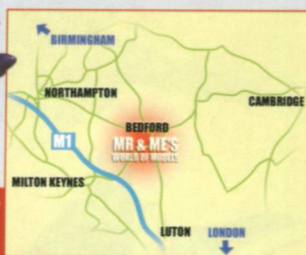
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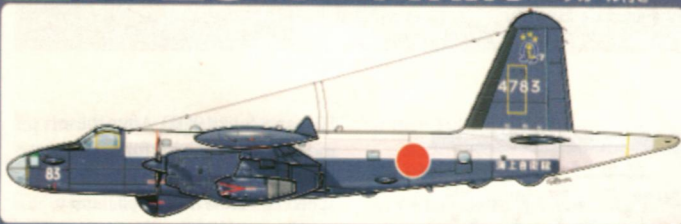


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Colonial Guardian

Potez 452

by Patrick Branly

History

In the early thirties the French Navy issued a specification for a new small seaplane to fulfil scout and observation purposes aboard sloops and light cruisers. Companies such as C.A.M.S., Gourdou-Leseur, Levasseur and Potez put forward their own designs. The seaplane was to be a small two-seater designed for catapult launch. The wings were to be foldable and the airframe was to be strong and easy to maintain in order to operate all around the world. Actually two companies met the Navy requirements and one prototype Potez was ordered as the model 45. The other company was Gourdou-Leseur who produced the Type 832 at the same time.

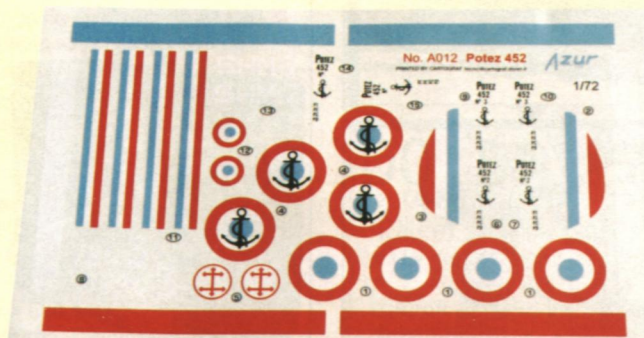
The Potez 45 was a parasol flying-boat and rolled out in March 1932. It was made of light alloy and wood, as

it was thought that this material would be easier to find in remote places such as Indochina or the Kerguelen Islands. The maiden flight took place in April 1932 at Berre in the south of France. The power plant was a nine-cylinder air cooled Salmson 9AB delivering 230hp. At the beginning it was evident that the

new aircraft was underpowered and had some hydrodynamic drawbacks. As a consequence Navy officials demanded improvements. The prototype was deeply modified with the hull and the floats being redesigned and the power plant was changed to the much more powerful 350hp nine-cylinder air-cooled

Hispano-Suiza 9QD. After these modifications the performance met the requirements with a minimum speed of 72km/h (45mph) and a maximum of 222km/h (138mph). The Navy were not so stringent as it took 28 minutes to reach 5,000m (15,000 ft). The type was renumbered at that time and ten production Potez 452 were ordered in 1935. In 1936, six more aircraft were ordered. The only weapon was a 7.5 mm Darne which was seldom installed except for gun training.

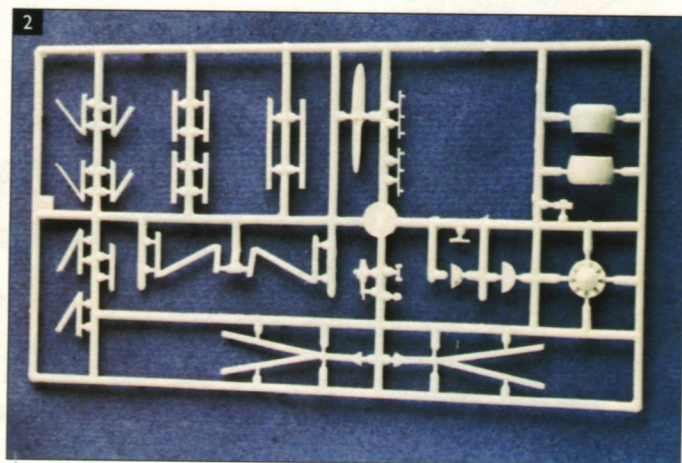
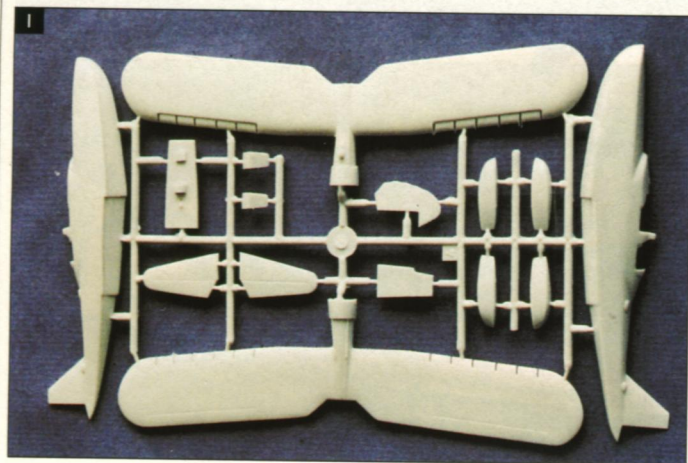
The Potez 452 soldiered on from 1935 till 1944. The type was seen aboard the battleship Lorraine, the light cruisers La Galissonnière, Jean de Vienne, Lamotte-Piquet and Primauguet and the sloops, without any catapult, Amiral Charner, D'Entrecasteaux, D'Iberville and La Grandière. As the Potez was too light





Potez 452

Scale:	1/72nd
Kit No:	A012
Price:	£8.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Production:	Limited
Type:	Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Decal Options:	3
Manufacturer:	Azur
UK Importer:	Hannants



for the 3 tonne catapult on the battleship it did not stay more than a year on the Lorraine. This flying boat was essentially a peacetime aircraft and on the 3rd September 1939 ten aircraft were still on strength around the World. In November 1940, rear-admiral Béranger, officer commanding the Forces navales d'Extrême Orient (Far East Naval Forces) decided to put ashore the Potez 452 and form a dedicated unit called Section d'Hydravions de la Marine, SHM, (Naval Flying-boat Flight) to cope with Thailand's claims over some former territories in Cambodia lost forty years before. The Potez were a key factor in the victory obtained by the French Navy over the Thais at a time when the French forces were rather on the low side. The last flight of a Potez 452 was recorded on 7th September 1944

at Bien Hoa in Indochina.

The Kit

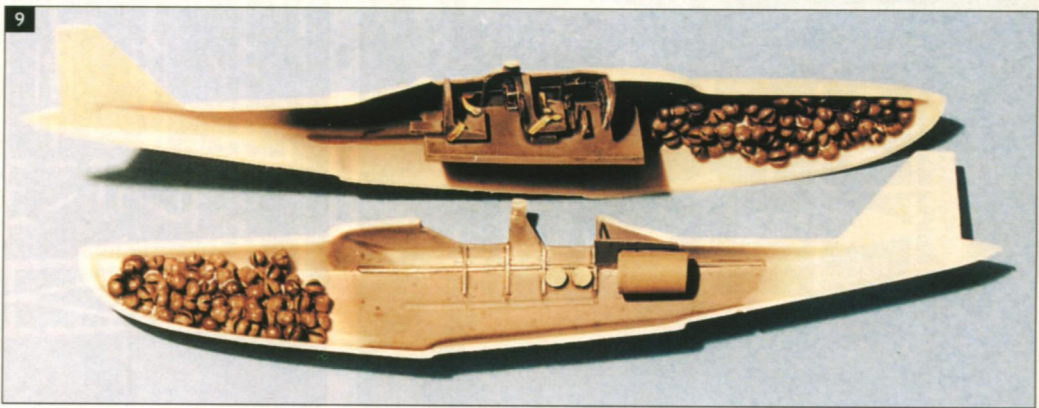
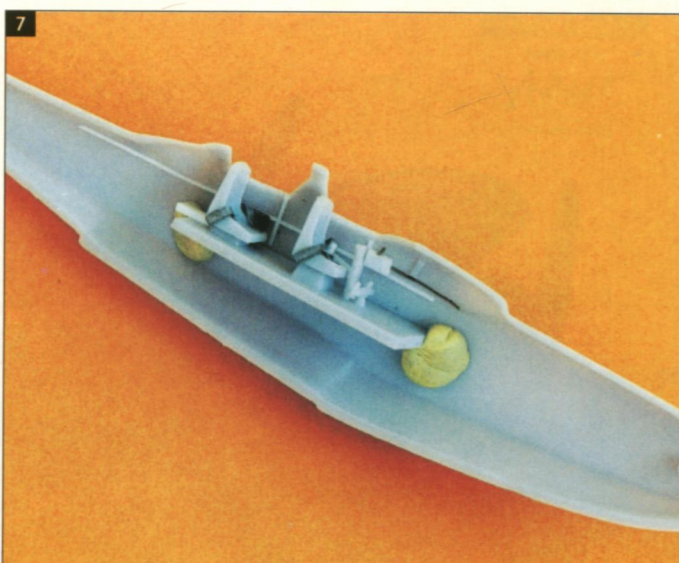
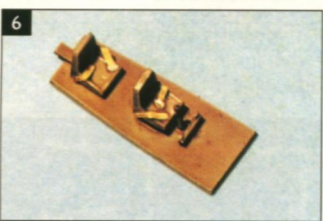
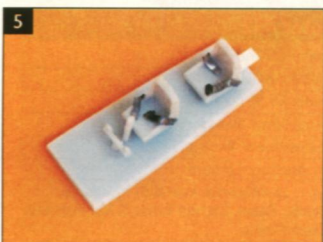
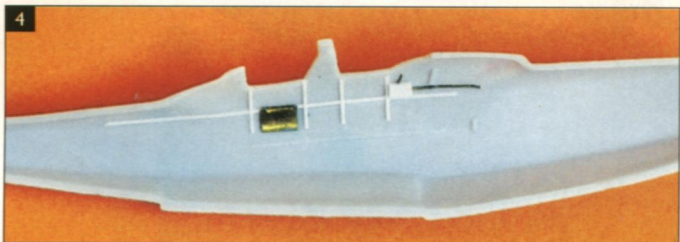
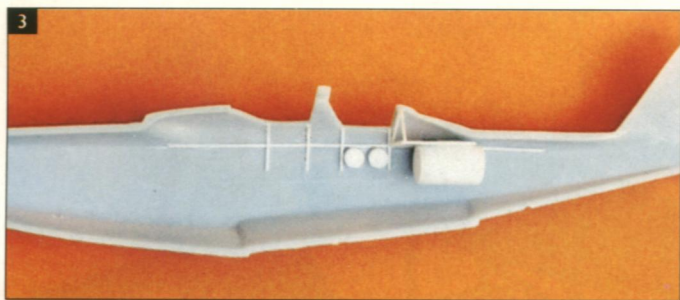
As we have been able to see for some years, Azur is trying to fill the need for French aircraft of the thirties. The Potez 452 is the twelfth kit in the series and as a limited-run one it looks quite nice with finely engraved panel lines and little flash (See Photos 1 & 2). The kit also contains two resin parts for the leading edge slats. For more comments about the kit and the three colour options, you can read Michael Cook's review in *Scale Aviation Modeller* Volume 7 Issue 7 (July 2001).

When I examined all the parts carefully I realised that the wing was rather crude in shape. For that reason I started building the kit by assembling the wing (Parts 3 & 4). I think it is better to start a model

with the difficult part when motivation is at its maximum. When the seam was quite dry I smoothed the leading edge. For the trailing edge I had to spend a lot of time getting it something near a fine one. It took me several attempts to get a satisfactory result and I had to rescribe some panel lines which disappeared during the fighting. I hand painted all the wing with a matt colour to track the last blemishes on the surface and finally I sanded it with very fine wet sand paper.

Next I moved to the fuselage. To improve the cockpit layout I used the cutaway drawing of the Potez 452 that was published in *Avion* magazine dated 8th October 1993. I glued together all the pieces of the kit (Nos. 8 to 11) and I added some others, scratchbuilt from lengths of

Evergreen profile. On the starboard side of the fuselage (See Photo 3), I added several 1/50th inch rods to simulate the stringers. Then I cut two spare ammunition containers in 1/8th inch rod. I made a plate from a 3/10th sheet of styrene and glued on a filler cap in tin. The auxiliary tank is made of a 1 mm section of a 3/10th pipe. I built a frame with 2/50th rods to sustain the machine gun. On the port side (See Photo 4), I added the same rods for the stringers and parallel pipework from the engine control box. I made a bag on the frame to provide some where for the observer to put the maps and the operating procedures. A little piece of electrical wire for the throttle and some cables completed the sides of this dual cockpit. I glued some scratchbuilt safety harnesses on both the seats (See Photos 5 & 6)



and that was all for the inside since you can hardly see all the work in the end product. I airbrushed the whole cockpit with Xtracolor X377 Mirage Blue (See Photos **7** & **8**). I painted all the small parts with tans and browns and then I put a thin wash of Tamiya X19 Smoke on every part. I finalised with a light aluminium drybrushing. As I did not want my Potez to be a tail sitter I glued a lot of weight into the forward fuselage (See Photo **9**). Of course I have no idea of the amount of weight added because I did not have to worry about landing gear strength. Anyway, I glued the floor, the control panels and the radio set on the port side and joined the two halves together. I let them dry for two days as I use Tamiya extra thin cement whenever I can to strengthen the seams.

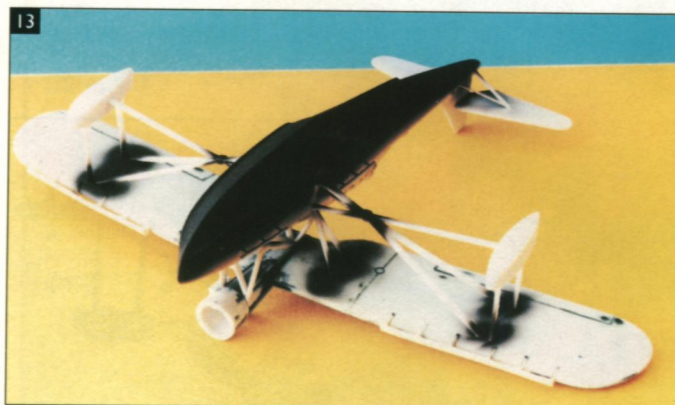
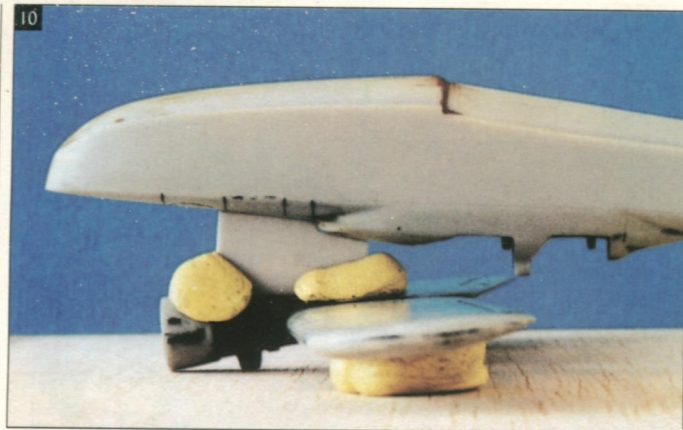
During these two days I prepared

the floats and all the beams and struts which were needed to support the wing. When the fuselage was dry enough I sanded it around the seam and added putty before finishing with a coat of matt paint as previously. I glued the tailplane with a slow drying cement so that I could adjust the angles of all the elements as there are no location pins or holes. When I counted all the struts I was a little bit frightened. I started with the 'N' struts (23 and 22) which I glued on the wing and with the help of the template (24) (See Photo **10**) I fixed the wing assembly atop the fuselage. Next I glued the beam (25) and the 'Y' struts (29 and 30) in order to reinforce the assembly. I then added the 'V' struts (27, 28, 31 and 32). Finally I glued the float struts (35 and 36) in place so that I could fix on the floats. The last horizontal struts (37

and 38) were a little short so I replaced them with two lengths of aerofoil strut from Contrail. And here comes the end. All these pieces were glued with styrene cement as I need strong kits to sustain frequent journeys to exhibitions. I added one small rod between each vertical float strut and the float as it is drawn on the instruction sheet and can be seen in references. As it was another scratchbuilding task I made the rails with 16 mm fine rod as the pieces (26) were too coarse and we can see on the picture that there were two of them on each side of the hull (See Photo **12**). Now I worked on the only resin parts of this kit, the leading edge slats (See Photo **11**). I had to be very careful to separate them from the casting block as the pieces are very fine. Nevertheless I broke one of

the slats would not fit in place on the leading edge and I had to break another actuator and scratch build a new one from sheet styrene. Of course I used superglue for these parts.

I started the paint job with a coat of Humbrol 33 matt black on the hull (See Photo **13**). I also used this colour to wash the joint between the struts and the wing. After masking with Tamiya masking tape of different widths, I airbrushed on a coat of the main colour. I studied a lot of reference material and I opted for the Xtracolor X157 (FS.16176). For me this grey is blue enough for a French Gris Bleu Foncé. As I painted the aircraft in one go under electric light I made some mistakes and I had to apply another coat to get a uniform colour (See Photos **14**, **15** & **16**).



I began decaling after a couple of days drying and it was as usual a pleasure to put decals on a gloss paint. Nevertheless I used some setting solution to improve the adhesion in the panel lines for the roundels. I chose the first option of the Potez 452, No.2 aboard the battleship Lorraine as I live in the north east region of France. I finished with the rudder and the elevator stripes but I was very disappointed because the decals were too thick and did not correspond to the shape of the elevators. Then I decided to paint these in blue, white and red stripes. For the rudder it was easy as it was not already glued but, for the elevators, I had to cover the whole aircraft with a plastic bag and a large amount of masking tape to protect the job so far. To match the decal colours I used Xtracolor X601 (Su-27





Medium Blue), X14 (Red Arrows Red) and X141 (White FS.17875). To highlight the panel lines I added a light wash of Winsor & Newton water colour 028 (Lamp Black). Once again I must say that the wash flows better on a gloss paint.

After the paint was dry enough I rigged the floats and I glued the elevator and rudder cables atop the fuselage using some lengths of 0.08 mm fishing line. These were painted matt aluminium by slipping a sheet of paper between them and the fuselage. As I bought my kit in a famous British hobby shop I did not get the trolley in photo etched metal as it was only added for French examples by T.M.A, the distributor. Then I decided to copy one from my references and I was surprised to discover that there were more than one model as they were assigned to a

station and not dedicated to a type of aircraft. First I made a 40 x 32mm frame with 2mm square beams. Then, I cut V-shaped plates roughly the same shape as the lower hull and I glued all together with other beams to reinforce the assembly. Last I added an axle and two wheels from the spares box. To avoid damaging the hull, the mechanics used some rubber and to simulate it I used lengths of electrical wire insulator. I painted the trolley in Xtracolor X390 (French Gris Foncé) with a thin wash of Tamiya X19 (Smoke). The rubber was painted black. As the trolley is a one-axle type the mechanics used to put a wooden chock beneath, so I made one by painting a small piece of a match brown.

The last sub-assembly to remain was the power plant. I used part 40 with a fine paint job of grey,

aluminium, black and a Smoke wash. I added the ignition wires from 0.2mm electrical wire and glued the painted cowl around the nine-cylinder radial engine. Then I airbrushed one coat of Model Master Dullcote. The wooden part of the propeller was painted as follows: a first coat of Xtracolor X209 (RLM 79), a drybrush of X619 (Czech MiG-29 Red-Brown) and a coat of Gunze Sangyo H92 (Clear Orange). I added a touch of aluminium for the metal axle. I then added the two windscreens which had been masked carefully before painting them at the same time as the whole aircraft. It was easier for me to cut them after being painted. Instead of the one from the kit I fixed a Darne machine gun from the huge range by Aeroclub which is finely detailed.

Conclusion

I enjoyed making this kit as so far I had been fond of the Aéronautique Navale without having ever made a model of one of their aircraft. I had the opportunity to see some of the new kits from Azur recently and I can say that the quality is getting better and better, especially in relation to the wing's trailing edge thickness.

Patrick Branly

References

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- Les aéronefs de l'Aviation maritime 1910-1942 by Lucien Morareau, ISBN 2-913344-04-6.
- IPMS Color Cross-reference Guide by David H. Klaus, ISBN 0-9629146-0-6

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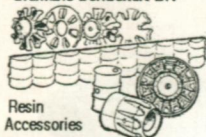
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1/48th Scale

Manufactured by

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MISTERKIT

Italian Archer

by Steve Evans

History

The Re.2005 Sagittario (Archer) was Reggiane's last fighter aircraft to be produced during the Second World War and represented the final development of the 2000 series of fighters that started in 1938 with an almost exact copy of the Seversky P-35. (Just look at the wing plan-form and the family resemblance to the P-47 is obvious).

Once the Italians had gained permission from their German allies for the production of the Daimler-Benz DB600 series of engines under license, they wasted no time in putting them to good use. Fiat built the DB605 as the RA1050 Re58 Tifone (Typhoon) and this 1,500hp engine was soon shoehorned into the nose of a much modified Re.2001 airframe, resulting in the Re.2005.

The basic Re.2001 Falco (Falcon) airframe was stretched and up-gunned to produce a fighter that was as capable as any of its 1942/43 stable mates, but despite its strong

performance, flying qualities and strong armament, only about 48 of this type were produced before the Italian armistice.

This aircraft was however one of the few types operated by both pre- and post-armistice Italian Air Forces (the Regia Aeronautica and the Aeronautica Nazionale Repubblicana) as well as a single Luftwaffe unit, the Luftdienst Kommando Italien.

The Kit

The kit comes in a sturdy, end-opening box with some indifferent artwork on the top. Inside there are two sprues of grey plastic with little flash and fine engraved panel lines. There is a small bag of resin parts that have some exceptional detail work on them (photos 2, 3 and 4) and two vac-formed canopies (it's always nice to know that you have a second chance).

The plastic is fairly soft but reasonably detailed whilst the resin is well formed and hard without being too brittle.

Instructions

The instructions come in the form of an eight-page A5 booklet. Page one has a short, interestingly translated, history and a technical specification table in both metric and imperial figures. Pages two to six are the exploded diagram construction stages which include detail painting and scrap views of important bits; page six also includes the sprue layout diagram to identify all the parts, as well as some book references (sadly none of which I have). Pages seven and eight are the markings and colour options and here is a disappointment, the copying process used to produce these instructions has left the drawings dark, grainy and nearly useless, (Photo 5): room for improvement there or was it just my particular kit?

Construction

When I get to do a mixed media kit the first step for me is always the same, start by cleaning up the resin

parts, cutting them from their casting blocks, sanding and filing down before a thorough wash. The resin parts of this kit (about 33 of them in total) are very well cast, the detail work on the cockpit side walls in particular being very fine, whilst the quality of the resin itself is immediately apparent, being hard but not brittle and easily worked without fear of breakage; with a sharp knife it can be cut and carved.

Construction itself begins with the interior (doesn't it always) and those lovely resin bits are painted before assembly, Humbrol 78 (Interior Green) is a good base coat followed by a black wash to give the shadows a bit of depth before picking out the detail with a dry brush of light green, in my case mixed from Humbrol 87 50%, white 40% and yellow 10%. Then the details are painted in their respective colours, white and yellow for the dials, silver pipe work and a myriad of little bits and pieces (Photo 6).

All of the interior parts require careful trimming to fit and multiple

Regianne Re.2005 Sagittario

Scale: 1/48th

Kit No: FM 48001

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

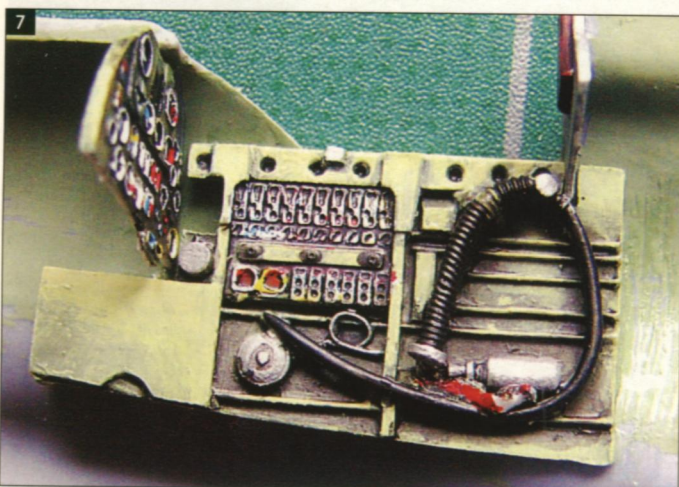
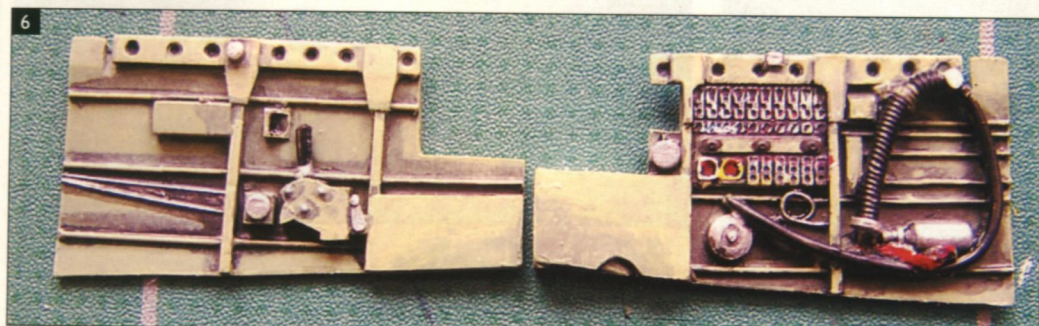
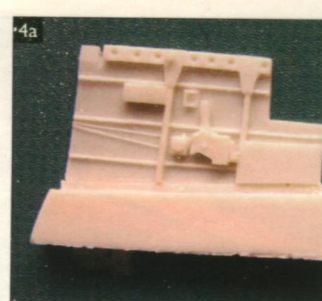
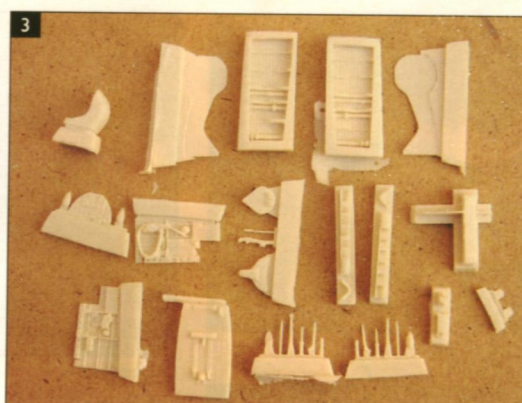
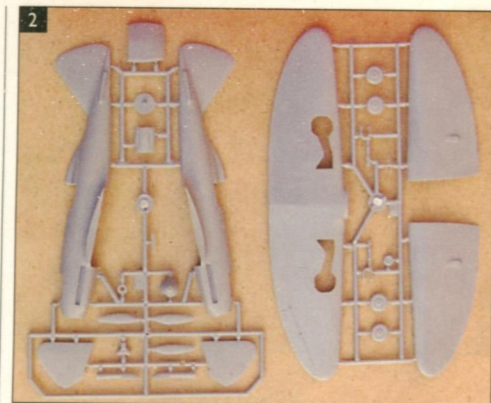
Production: Limited

Type: Limited-Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic

Decal Options: 3

Manufacturer: Flying Machines

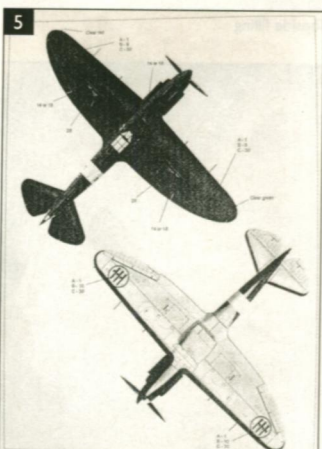
Obtain via: [USA] Pacific Coast Models, [World] Mister Kit



Sidewall and instruments fitted



Wheel well fitted



Poor reproduction

trial fits. Later I decided to follow a slightly different assembly process to the one laid out in the instructions. Instead of building the whole cockpit structure into one side of the fuselage I decided to put the sidewalls and instrument panel into place on the separate fuselage halves, (Photo 7) then close up the main structure before inserting the completed cockpit floor/seat assembly into position from below. This allowed me to more accurately position the floor as well as making the closure of the fuselage easier to accomplish.

Next was fitting the wheel wells into position in the wings. The resin parts are well formed again but require a great deal of cutting and trimming to allow the wing halves to close around them. This is not really a criticism because all resin parts have to have some form of casting block on them and the limited space in the wings makes this one a close fit (Photo 8).

Building up the rest of the kit is essentially straightforward with no

real surprises but there are some points to note. The wing to fuselage joint is a straight butt joint without any locating pegs or slots, and this area needs careful fettling to get the wing dihedral correct. I left mine taped up overnight to make sure of a strong bond (Photo 9). Also the propeller needs careful construction as once again there are no locating pins to make sure you get the blade angles correct.

Once all the major joints had had long enough to completely harden it was time for filling and rubbing down. There were no large gaps to worry about as all of the various curves and angles had gone together well leaving only the joint lines to be filled in with thick superglue or Tippetex as appropriate (Photos 10 & 11). Once sanded down and polished it was time to rescribe the panel lines lost in the process and I have to admit that this is one process that I haven't quite mastered yet, but as they say: practice makes perfect.

Before painting I like to fit the

canopy to give it a more 'built in' look, so it was out with a new knife blade and some careful cutting of the vac-formed item from its carrier film. The framework on both of the canopies is a little bit indistinct so it took some time to get it right but first time lucky, I didn't need the spare provided. I did find however, that the canopy was a little too narrow for the cockpit opening, necessitating the manufacture and fitment of two tiny little 'spreader' blocks onto the cockpit sills to push the edges of the canopy outwards into a better position (Photo 12).

Once masked up (I use an Osram illuminator to backlight the transparency and make the framework easier to see) (Photo 13) the inside of the canopy was given a coat of Johnsons Klear to prevent the super-glue from fogging it and it was set into position.

As I never fit all the little 'sticky out' bits prior to painting (I know how clumsy I am) it was time to get the brushes out.

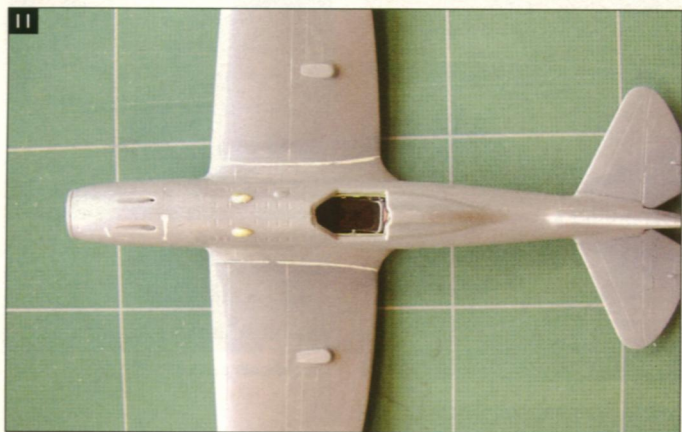
Colour Options

There are three options on the sheet, all with the same basic colour scheme: Dark Olive Green (FS34052) upper surfaces, Humbrol 116 is a good match in this scale, Light Grey (FS36037) lower surfaces, for which Humbrol 166 is pretty good. The only real difference between any of the options is a broad white stripe around the rear fuselage of two of the options to break up the restrained scheme. Painting this kit is straightforward enough with no surprises, the light grey undersides being given two coats of the enamel for a good even finish. Once dry this is carefully masked off for the wrap around green of the leading edges of both the main and tailplanes.

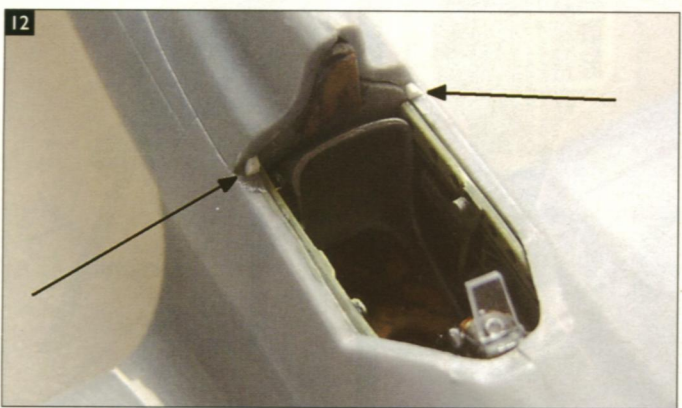
All the panels are then highlighted with a lighter shade (I got a bit heavy handed on the green upper surface, oops!) and the panel lines shadowed in with a brushing of dark grey pastels. Some of the basic weathering was then applied, exhaust stains, cordite from the guns and ejector



Taped up for setting overnight



Topside filling



Spreader blocks

chutes and paint chips done with a silver pencil, before a couple of coats of Kleer in preparation for the decals.

NOTE: MisterKit do 'authentic' colours for all Italian AF subjects, including those required for this model [Verde Anticorrosione (MKAC-001), Verde Oliva Scuro No.2 (MKAC-003) and Grigio Azurro Chiaro No.1 (MKAC-020)] - Ed

Decals

This decal sheet, printed by Cartograf of Italy, has to be one of the finest sheets I have seen in a long, long time. Beautifully printed in perfect register with lovely colour and density, the decals are thin and glossy with very little visible carrier film. There is a comprehensive set of stencils on the sheet, as well as the three options for the main markings, and closer inspection with a magnifier shows even the smallest of these to be an absolute gem (Photo 14)

The three options are for one pre-

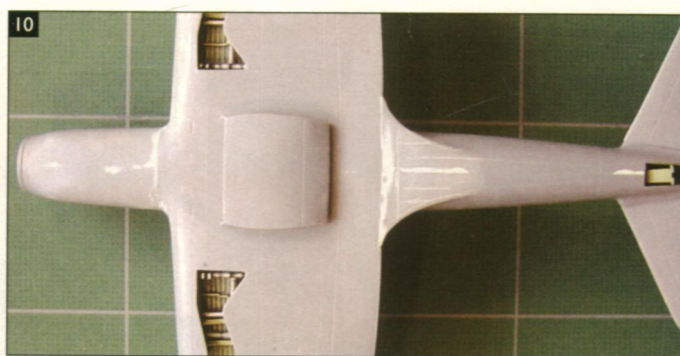
armistice machine from 362a Squadriglia, October 1943, and two post armistice machines; Luftdienst Kommando Italien, February 1944 and Aeronautica Nazionale Repubblicana, March 1944.

My mate Dai (bless him) whose kit this is, chose the pre-armistice machine because the earlier Italian markings have a bit of character that is missing from later ANR machines, and I have to agree with him, especially with the markings supplied.

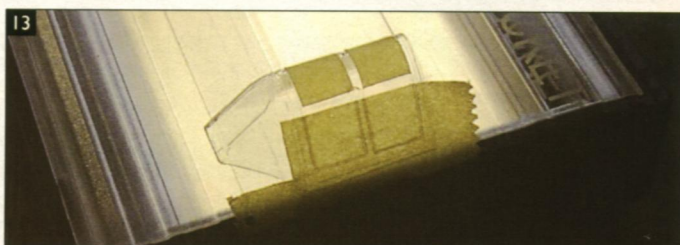
On application the decals reacted well to Microscale setting solutions and even though I cut the fuselage stripe into two to facilitate getting it around the complex curves of the rear fuselage, they settled down perfectly.

I find myself running out of superlatives when describing these decals, Cartograf must be well pleased with themselves and rightly so. Mainstream manufacturers take note: THIS is how it's done!

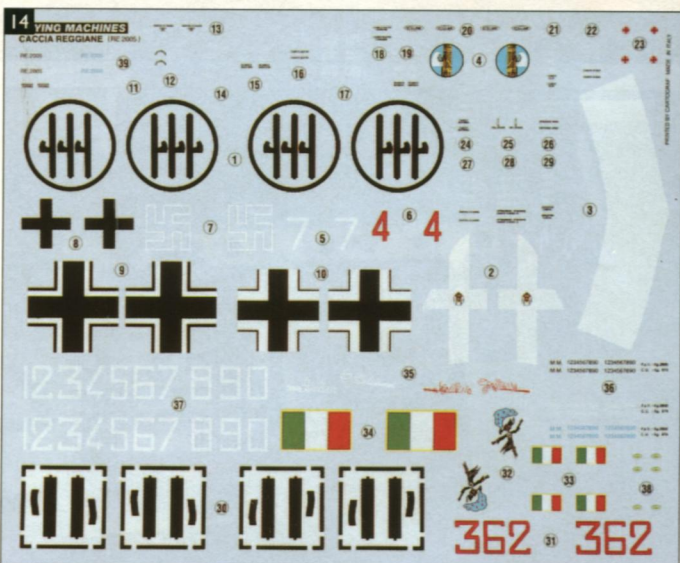
Decal Rating = 10/10.



Underside filling



Osram backlight for canopies



Decals... lovely

Final Assembly

Once the decals had dried overnight it was time to fit all the delicate little bits that I would have decimated by now, had I fitted them earlier. These included the undercarriage legs, after trimming the wheel hubs to fit, and their associated doors and struts, pitot tubes, gun muzzles and radio mast with wire (1lb fishing line from Leeda in a colour called Chameleon is excellent). Then a coat of Humbrol Matt to seal it all in followed by a touch up or two of the weathering and the model is complete.

Accuracy

The model measures 230mm across the wings and 187mm nose to tail, this scales up to a span of 11.04m and a length of 8.97m. My references put the real thing at 11.00m span (spot on for the kit) and 8.73m in length (24cm or scaled down to 5mm too long). This inaccuracy however, I can forgive because of the limited run nature of the mouldings

and because the completed kit has just the right 'look' and 'sit', capturing the long-nosed posture of the real thing quite nicely.

Conclusion/Recommendation

I thoroughly enjoyed making this kit; is there anything that a manufacturer likes to hear more than that I wonder? If you are a first timer to either limited run kits or those that contain resin parts, then this is the kit for you, it goes together well without too much hassle and yet still forces you to deal with the inherent difficulties of working with the resin medium (casting block cutting and trimming, the delicacy of the parts and the safety aspect: use a mask when grinding and sanding) all without making you lose any hope of doing it justice and giving up in frustration. With a little time and patience this kit builds into a very nice replica of Reggiane's finest.

Steve A. Evans



book of the month

Focke-Wulf Fw 190 'Long Nose' - An Illustrated History of the Fw 190D Series

by Dietmar Hermann

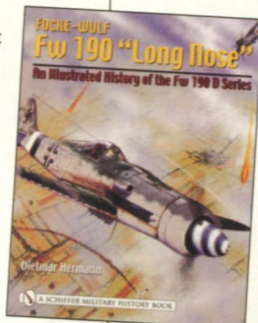
Price: £49.95 (\$59.95)

ISBN: 0-7643-1876-4

Publisher: Schiffer Publishing Ltd

Format: 290mm x 220mm, 208 page, hardback with separate dust jacket

This historical and technical book looks at both the development and service use of the D-series of the Focke-Wulf Fw 190. The narrative has been split to cover certain aspects of this, starting with an overall look at the radial-engined versions of the Fw 190 (e.g. A, F & G). The second chapter deals with the Daimler-Benz DB603 engine, with coverage of its test installation in the Fw 190 V13, V15 & V16 airframes. The Fw 190C-1 and C-2 series are also covered in this chapter, as are the planned prototypes for the C-series as a whole. The third chapter takes a look at the Jumo 213 engine, with its initial fitment to the type and the final flight of the first prototype with this engine, the



Fw 190 V17. The D-series prototypes are also dealt with in detail, along with the production D-1 and D-2 and the final test airframe in the form of the V19. Chapter four looks briefly at the Ta 153, which was a competitor with the Me 209 and was intended to be built with the blown-BMW P8035

engine. Chapter five looks at the D-9 series as a whole, with a technical description of the type, details of the first prototypes, a detailed look at the V17/U1, V53 and V54 test airframes, testing of the type at Rechlin and the D-9/R14 torpedo bomber version. The sixth chapter covers the operation history of the D-9, starting with the conversion of III./JG54 and followed by pilots' opinions of the type, a comparison with Allied fighters of the time and the use of the D-9 with R4M rockets, Panzerblitz and underwing bomb racks. The unbuilt D-10 series is briefly covered in chapter 10 and this is followed by a

chapter dealing with the D-11 series. This chapter looks at each D-11 prototype, their test programme and further development intended with the type. Chapter nine looks at the D-12 and D-13 series, and once again you get a list of the prototypes and their testing as well as details of the problems with the Jumo 213 engine and a comparison of the D-13 with the Hawker Tempest. The penultimate chapter looks at the D-14 and D-15, with details of the V76 and V77 prototypes and the two V14 prototypes that were actually built. The final chapter, entitled 'the end', looks at those machines that were captured and tested by the Allies after WWII. This title is completed with a comprehensive bibliography and a series of colour profiles of some of the machines covered.

This is a stunning title, the depth of coverage is excellent and this is coupled with a mass of technical illustrations and black and white photographs.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books, while all remaining orders can be sent directly to the publisher.

bookshelf

Written by D.Francis
Compiled and edited by R.A.Franks

Messerschmitt Me 262 – Variations, Proposed Versions & Projected Designs Series

by David Myhra

Price: £34.95 (\$39.95)

ISBN: 0-7643-1888-8

Publisher: Schiffer Publishing Ltd

Format: 225mm x 280mm, 248 page, hardback with separate dust jacket

Books on the Me 262 are common and they all tend to concentrate on the development and limited service use of the type, as well as the various projected designs envisaged for it. This new title from Schiffer however is completely different, as it just looks at the concept, the prototypes, Versuch airframes and their flight testing; there is no coverage of the operational and service life of the design. The narrative is split into five main sections which form an introduction, the preliminary design ideas that lead to the Me 262A-1a, Versuch (experimental) airframes, S-series prototypes and a range of colour

profiles. The introduction just sets the scene for the whole Me 262 concept and is quickly followed by a more detailed look at the design ideas that formed the basis of the type. All of the various designs initially conceived for this twin-engine gas turbine powered machine are covered and the various sketches have been further complemented by computer generated images of these airframes. The third section of this title looks at the experimental (Versuch) airframes and this covers from the V1 Stage 1 through to the V12 [V074]. In this large chapter you will find the main bulk of the coverage, with each V-series airframe covered in great

detail with both narrative text, historical photographs (where applicable) and scale plans and side profiles. The V1 gets coverage in three stages (listed as Stages 1 through 3)

and this shows how the airframe developed from Jumo 210-power, to the combined Jumo & gas turbine-powered airframe and finally to the pure Jumo 004-0 powered machine. The

remainder of this chapter follows similar lines with every Versuch airframes from the V2 through to the V12 covered using a mass of period photographs. Most of these images are well known, although they are all produced in a large format in this title, but there are a few 'new' ones. The

next section looks at the S-series airframes from the S-1 through to the S-15. These are all pre-production airframes that tested various design and equipment installations of the intended production airframes (e.g. the S-5 was the two-seat Me 262B prototype). The last 30+ pages of this title offer colour side profiles of just about every airframe covered in the title. There are some interesting schemes here (check out the V10 on page 233!) and I bet the 'experts' will be disputing these for years to come (nothing new there then!)

This is a superb title, a real must for any Luftwaffe fan and certainly for any of you with a liking of the Me 262. It makes an ideal companion to the Me 262 title from Willy Radinger and Walter Schick already available from Schiffer (ISBN 0-8874-0516-9).

Our thanks to Schiffer and Bushwood Books for the review sample.



Dragonfly – The Luftwaffe's Experimental Triebflügeljäger Project

by David Myhra

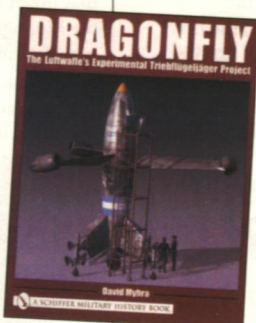
Price: £24.95 (\$29.95)

ISBN: 0-7643-1877-2

Publisher: Schiffer Publishing Ltd

Format: 280mm x 215mm, 120 page, laminated card cover

Many of you will know about the Triebflügeljäger having built the Huma kit of the type, so this new title on the series is a welcome addition to the information on this rather bizarre project. The narrative is continuous, not being broken down into chapters, and it charts both the development of the ideas that lead to the Triebflügeljäger design as well as looking at the type's potential use had it ever come to fruition. The design concept behind the Triebflügeljäger originates with Dr. Zoology Erich von



Holst in the 1930s. The idea behind the design is based around the flight characteristics of the Hummingbird and its ability to take-off and land vertically and move in any direction in flight swiftly. These requirements were obvious in a fighter and when 'point

interception' of the Allied bombers became a prime concern of Nazi Germany after 1941, this concept lead to various designs such as the Bachem Natter for the role. The thoughts behind the Triebflügeljäger are all well illustrated in this title, with the addition of high

quality digital images to support both the design and 'operational' use of the type. The rotors of the Triebflügeljäger were powered by ram-jets and so this title also charts the development of

this propulsion method. This includes various designs as well as those tested by Dipl.-Ing Baron Friedrich von Doblhoff in the Wiener-Neustadt Flugzeugwerke Wn 342-4 helicopter and the various Lorin-powered designs (including the Ta 283). About 20 pages of this title are full of colour profiles, computer-generated images of the Triebflügeljäger in flight and photographs of various scale models. The former two are excellent and give a real feel to this rather strange machine, although no-one can yet work out how the type would have actually transitted from vertical to horizontal flight!

This is an interesting book, and although the type never really existed other than on the drawing board it has the fascination about it that most 'Luftwaffe '46' projects have about them.

Our thanks to Schiffer and Bushwood Books for the review sample.

Lockheed P-38J-L Lightning

by R. Peczkowski

Price: £9.99

ISBN: 83-917178-2-8

Publisher: Mushroom Model Publications

Format: 165mm x 235mm, 112 page, laminated card cover

This is the latest 'special' from Mushroom Monthly in their 'yellow series' and it is in the same format as the previous one on the PZL P.11c that we reviewed in the October edition (Vol 9 Iss 10). All the text etc is in English and has been split into sections that deal with each specific version. This coverage combines a small narrative with a number of line drawings/scale plans of each type. The main part of this title is taken up with detailed photographs in and

around the preserved examples.

These are sub-divided to cover specific areas of the aircraft, e.g. engine, cockpit, wings etc. These images have been mixed with a few diagrams and sketches covering certain aspects of the airframe that have been taken from the type's flight manual. There are no less than twenty-nine pages of colour profiles towards the back of this title, so with two images per page that is

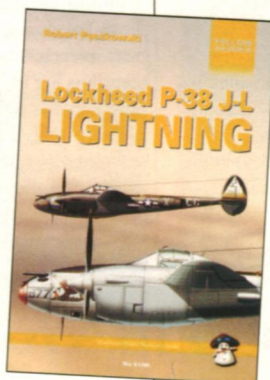
quite a lot of profiles!

Overall this is a very useful reference,

full of interesting photographs, and it can be highly recommended to all fans of the type.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD and Australian

modellers can purchase a copy from Platypus Publications.



books in brief

Aviation Century - The Early Years

by R. Dick & D. Patterson

Price: £TBA (\$39.95)

ISBN:

1-55046-407-8

Publisher: The

Boston Mills Press

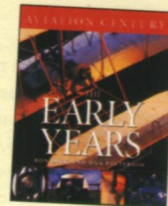
Format: 290mm x

240mm, 240 page,

hardback with

separate dust jacket

This is very much a 'coffee table' type of title, being packed with clear colour photographs and a concise narrative. The coverage is split into sections dealing with specific eras and within each there are sub-sections that deal with certain pioneering personalities. The first section deals with the pioneering age from 1903 to 1914, which is followed by a chapter looking at aerial warfare in the 1914-1918 period, then one looking at the development of commercial aviation in the 1918 to 1939 period. The final section looks at the great names from the early days of flight from Antonov to Wilbur and Orville Wright.



Siege: Malta 1940-1943

by E. Bradford

Price: £7.99

ISBN: 0-85052-930-1

Publisher: Pen & Sword

Books Ltd Publishing

Format: 195mm x 130mm,

252 pages, laminated

card cover



The Luftwaffe: A History

by J. Killen

Price: £7.99

ISBN: 0-85052-925-5

Publisher: Pen & Sword

Books Ltd Publishing

Format: 195mm x 130mm,

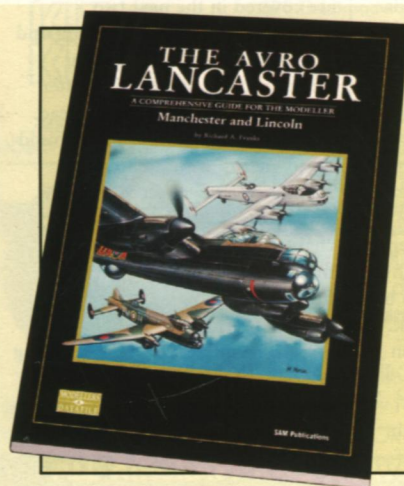
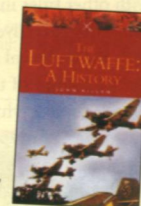
310 pages, laminated

card cover

Both of these titles offer in-depth narrative historical accounts of each subject. The former deals with the pivotal role Malta played and the massive siege it was under during the 1940 to 1943 period. Each stage in this siege is covered and its thirty-two chapters cover just about every aspect of this from both a personal and military standpoint.

The second title is a historical account of German military aviation, as it starts with coverage of the latter stages of WWI from 1916 through to 1918. The interwar period up to 1926 and the expansion once Hitler had come to power are also covered before the narrative goes on to chart the rise and fall of the Luftwaffe from 1938 through to 1945.

Both of these titles are well written and well worth reading. They each complement other written accounts of these subjects and go their way to add another author's perspective on each subject.



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USAAC Camouflage & Markings 1926-1941

by S.M. Fleischer

Price: £TBA

ISBN: 83-89532-00-8

Publisher: Aviatik Production

Format: 295mmx205mm, 100 pages, laminated card cover

This is the first in a new series from this publisher and as the title states it takes a detailed look at camouflage and markings of USAAC aircraft. This title is offered with both English and Polish text, not split on each page, the English text is split with the Polish section at the back. The narrative is split down into

coverage of a certain subject. This starts with one that looks at basic colour schemes, then moves on to look at camouflage and experimental schemes applied to these machines. Chapter 4 looks at 'export' colours and is followed by a chapter looking at internal colours. The fifth chapter deals with markings, in this case national insignia. The sixth chapter carries on with



marking coverage and looks at service markings applied to each type. Chapter seven deals with tactical markings, chapter eight looks at special markings and colour schemes and chapter nine deals with unit insignia. By page 64 you will reach the appendices, the first giving a full list of colour references, the second and third the system of aircraft markings

according to their type and assignments up to and after 1924. The next twelve pages offers colour side profiles, with four per page. The remainder of the title is taken up with the Polish text version. This is an excellent title and one can hope that the series continues. It is well written and nicely illustrated, and covers a subject that has not had that much coverage elsewhere. With the Monogram titles on this subject now demanding high prices, this new one will be welcome by many.

Our thanks to Aviatik Production for the review sample.

American D.H.4

by Jon Guttman

Price: £9.75

ISBN: 1-902207-56-4

Publisher: Albatros Productions

Format: 297mm x 210mm, 32 page, laminated card cover

The is the latest addition to the Windsock Datafile, being the 101st in the series. As with other titles in this range the narrative deals with the technical and service history of the chosen subject which was the first and only American-type to see combat in WWI. As usual it includes scale plans and a wealth of period black and white photographic coverage. The narrative text supports this and is written in a form that deals with the operational service of the type more than from a technical standpoint. As

always the title is rounded off with a look at the camouflage and markings applied to the type. This is an excellent title that is well written and illustrated. If the subject aircraft is of interest to you then I am sure you will find it of

considerable use.

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 19 No.5) is also

now available from Albatros Productions. It retails for £6.40 in the UK, so for more details contact Albatros directly.



Nieuport I-27

by T.J. Kowalski

Price: £TBA

ISBN: 83-89088-09-6

Publisher: Kagero

Format: 240mmx170mm, 48 pages, laminated card cover

This is the first in a new series entitled 'Famous Airplanes' and it comes in an A5 format. The title comes with the usual free decal sheet, offering both 1/72nd and 1/48th scales. The text is split into two columns per page, with both Polish and English text in each. The photo captions are in both languages as well. The narrative deals with the development of each Nieuport from the IV through to the 27C1. This is followed by a section dealing with the better known aces who flew the

Nieuport. This section also contains four pages of colour profiles for six aircraft; there are two more on the back cover and all of these relate to the options given on the decal sheet. The next two narrative sections looks at the use of Nieuports by the

Polish and Russian air forces. The final section looks at the camouflage and markings applied to the types.

This is a great little title in this new series. It is not intended to be a comprehensive guide to the subject, but it is concise and offers some interesting

photographs. The addition of the decal sheet is an added bonus and it can therefore be recommended to all.

Our thanks to Kagero for the review sample.



The 44th Bomb Group in World War II

by Ron Mackay & Steve Adams

Price: £49.95 (\$59.95)

ISBN: 0-7643-1885-3

Publisher: Schiffer Publishing Ltd

Format: 290mm x 220mm, 272 page, hardback with separate dust jacket

This is another massive historical book from Schiffer, similar in style and format to the one on the 464th Bomb Group In WWII (ISBN: 0-7643-1628-1) that we reviewed in the July edition (See Vol.9 Iss.7 Page 688). As the title states, this is a book all about the 44h Bomb Group in WWII, but more specifically than that, this book deals with the group's use of the B-24 Liberator in operations over Europe during that period. As you would expect the narrative is broken down into segments dealing with specific stages and events in the groups operational career. This

begins with a chapter dealing with their initial service in the USA and their final move to the UK and 'Shipdham-under-mud' where they geared up for combat. This is followed by a chapter that deals with their first operation tours over enemy territory and the initial losses the group suffered in both operational and training flights. The third chapter deals with operations at low-level against the Ploesti oil refineries in Rumania. This was a horrific operation that cost many crews and the whole thing is covered stage by stage in this chapter. The fourth chapter deals with the group's operations from

North Africa (where they ended up after the Ploesti raids) and their eventful return to the UK. Chapter five sees the group back in North

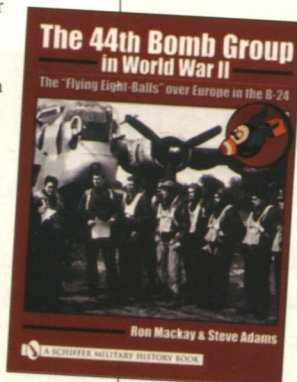
Africa after further raids on Ploesti as well as carrying out their usual series of raid on Germany from their base in the UK, while chapter six deals with the build-up to the 'Big Week'. Chapter seven looks at the

groups operations against 'Big B', namely Berlin, while chapter eight looks at operations in support of the D-Day landings in 1944 when

the group attacked the transportation infrastructure in Europe to stop the Germans getting reinforcements to the landing zones. These continuing operations are covered in the next two chapters, as well as the move inland to attacking various industrial targets such as oil refineries after the breakout from the beachhead. Chapter twelve deals with the build up to victory with the first five months of 1945 covered in turn, which is followed by the last chapter that looks at the group's final operations and their eventual flight back to the USA.

This is certainly an excellent title for anyone interested in the bombing offensive by the USAF in WWII, as well as fans of the USAF in general.

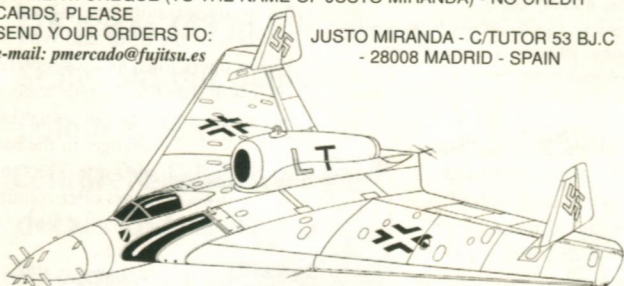
Our thanks to Schiffer and Bushwood Books for the review sample.



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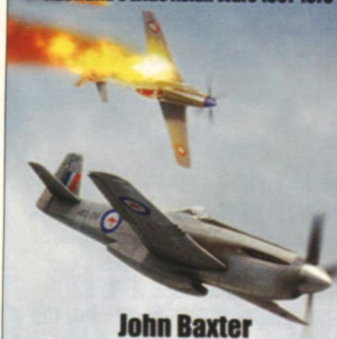
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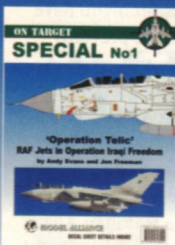


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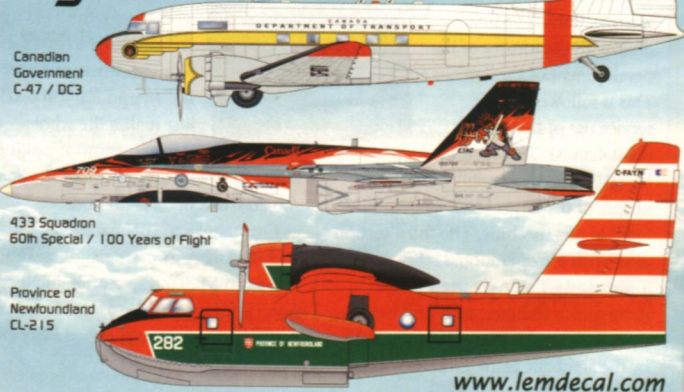
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Westland Wyvern

by Michal Ovcacik & Karel Susa

Price: £8.50

ISBN: 80-902559-9-X

Publisher: 4+ Publications

Format: 290mmx210mm, 36 page, laminated card cover

Continuing with coverage of some of the 'less glamorous' types, 4+ has now produced this excellent little title on the Wyvern. This title covers the TF Mk 1, 2, T Mk 3 and S Mk 4 variants. The narrative is all in English, with a detailed look at the development and use of the type. The bulk of the title though is



black & white and colour photographic coverage, including some shots of the world's only existing example (TF Mk 1 at the FAAM, Yeovilton). This is combined with a lovely set of fold-out 1/72nd scale plans as well as an

informative section on the camouflage and markings applied to the type throughout its service. This is another excellent title on a odd-looking aircraft. I am sure all RN enthusiasts will want to add this to their collections and rightly so!

Our thanks to 4+ Publications for the review sample.

Lockheed T/RT-33A

(The Story of a Trainer)

by N. Malizia

Price: €16.50

ISBN: 88-86815-92-1

Publisher: IBN

Format: 210mmx297mm, 134 page, laminated card cover

This is the latest title from Italian publisher IBN and comes in the usual format with narrative text and photo captions offered in both Italian and English. The title is split into six main sections. The first deals with the history of the development of the T-33. This is followed by the service use of the type by the Italian AF. This section has got some very useful close-up images of the target towing equipment fitted to this machine. The third section deals with the operational service of the T-33A and RT-33A by units of the Aeronautica Militare, each unit being dealt with one by one. Use of the T-33 by the aerobatic team 'La Fenice' (The

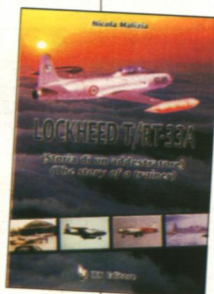
Phoenix) is covered next, followed by short sections that look at the final use of the type. The next main section takes a more detailed look at weapons training with the type by the Aeronautica Militare Italiana. The final two sections are short and deal with the camouflage and markings applied to

the type, as well as a look at models that have been produced of it.

Overall this is a very good book, up to IBN's usual high standard. It is good to see the T-33's use in Italy covered in this way and the use of both Italian and English text just makes the whole thing far more appealing.

If you like the T-33, or Italian Air Force subjects, this book is for you.

Our thanks to IBN for the review sample. UK customers can obtain this title from Midland Counties, in North America from Pacific Coast Models, in Australia from Aeroworks and in Japan via Nishiyama Yoshio Co., Ltd.



F-100 Super Sabre

In Action

by L. Davis & D. Menard

Price: £8.95

ISBN: 0-89747-459-7

Publisher: Squadron/Signal Publications

Format: 280mm x 210mm, 50 page, laminated card cover

This is the latest addition to the In Action series and is offered in the standard style and format as other titles within that series. The text has been split into chapters dealing with a specific version of the F-100, starting with the prototype YF-100A (NA-180), then moving on to the F-100A, RF-100A 'Slick Chick', F-100C, F-100D, F-100F and QF-100 and there is also coverage of such things as UAF Aerobatic teams and

their use of the F-100C, the ZEL F-100 program, MAP delivery to European operators, operational service with the USAF and Wild Weasel operations. As always there are lots of detail shots, plus scale plans and scrap views showing the

changes in the basic airframe. The centre pages offer colour profiles of ten F-100s.

Overall this a very useful little reference for the F-100 and it is

ideal for the modeller.

Our thanks to Squadron Signal for the review sample. UK modellers can obtain this range from specialist bookshops, or in the event of difficulty, from Pocketbond Ltd.



Koulukoneet

by Kalevi Keskinen & Kari Stenman

Price: €29.00

ISBN: 951-98751-5-8

Publisher: Kari Stenman

Format: 170mmx250mm, 128 page, laminated card cover

This is the latest addition to the Suomen Ilmavoimien Historia (Finnish Air Force History) series and it is entitled Koulukoneet, which means trainers. This title takes a look at each trainer aircraft operated in Finland, starting with the Letov S.218, then moves on to the VL Viima, Fw 44J, VL Tuiski, VL Säski, Aero A-32GR, D.H.60X, D.H.82, Jaktfalk II, Beachcraft C/D-17, Cessna C-37, Fairchild 24G, Desoutter II and Junkers A50. Each type is given a separate chapter that charts their service use and each is illustrated with a wealth of period

photograph captions are in both English and Finnish, and there is also a summary in English at the back of the book for all the remaining text. Nearly all of this book is photographs, although with this title there are just colour profiles on the inside front and back covers.

Another excellent book, and one that just has to join your collection if you have any of the previous titles in this series. A 'must' for all fans of the Finnish Air Force.

Our thanks to Kari Stenman for the review sample. UK modellers can obtain this title from Ian Allan, The Aviation Bookshop or Midland Counties Publications, while all other enquiries should be made directly to the publisher.



Focke-Wulf Fw 190 Vol. I

by K. Janowicz

Price: £TBA

ISBN: 83-89088-11-8

Publisher: Kagero

Format: 295mmx210mm, 96 pages, laminated card cover

This is the first in a new series of monographs from Kagero and these will all be in the more usual A4 format. As usual with Kagero, this series of books will come with a free decal sheet, offering both 1/72nd and 1/48th scale options. Basically this book, and the series, looks at a specific aircraft type with detailed coverage of each

and every version. This is the first of a two-part coverage of the Fw 190 and it deals with the A, F, G and S-series airframes. The text is in both English and Polish, split into two columns on each page (the photo captions are also in both languages). It starts with an overall look at the development and service debut of the type, then the coverage moves to the

type-by-type sections. This runs from the A-1 through to the A-9, F-1 to the F-9, G-1 to G-3, G-8 and finally the S. Each sub-section starts with a look at the sub-version as a whole then moves on to chart the changes between each. This is followed by a large camouflage and markings section, as you would expect with any Luftwaffe aircraft! The remainder of the title consists of scale plans and colour profiles. The former are very useful, being mainly in 1/48th scale although some of the

scrap views are in 1/24th scale. This section is followed by additional scale plans that clearly show all the airframe changes between each version. The colour profiles are in two sizes and consist of both side and four-views. The last two options are also linked with the decal sheet, as they show the three options available on the sheet. This is a great little title and this new series certainly bodes well. It is ideally suited to the aviation enthusiast and modeller and highly recommended to all Luftwaffe fans.

Our thanks to Kagero for the review sample.

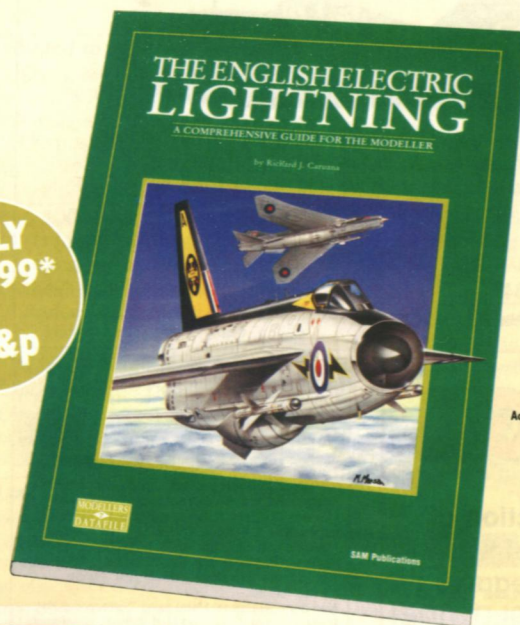


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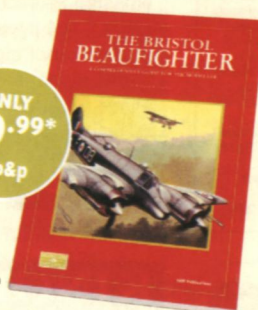
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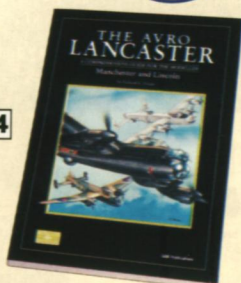
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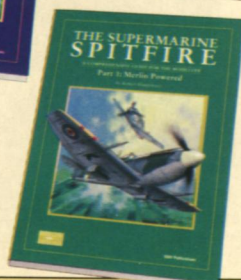
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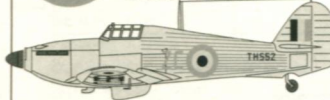
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Wanted, copy of the Lockheed Constellation book by M. J. Hardy/David & Charles, also The Lockheed Constellation by Terry Morgan/Arco Publications. Tel: 07811 427053.

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AT-6 Texan/Harvard 1/72nd Revell kit #4115, instruction sheet needed, even just a copy of Royal Belgian Air Force colour scheme page. Marco Zenati, Via Gasparini 11/1, 24125-Bergamo, Italy.

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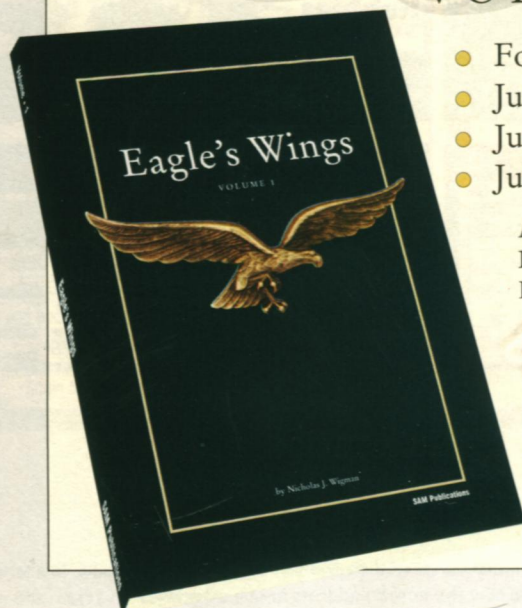
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● November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

● November 8th

Heathrow Aircraft Enthusiasts' Fair at the Feltham Community College, Browells Lane, Feltham, Middlesex. TW13 7EF. For more details call Keith Manning on 01372 725063 or Email keithmanning01@o2.co.uk

● November 22nd and 23rd

IPMS Scale Modelworld, Telford

● November 28th, 29th and 30th

Salon Del Hobby Ciudad De Barcelon in Fira de Barcelona (Spain). For further information please visit our web site www.salondelhobby.com

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● January 4th

Croydon Airport New Year Aviation Collectors' Fair at Airport House, Purley Way, Croydon, Surrey. For more information contact Acebell Aviation on 01737 822200.

● February 5th

Yorkshire 2004 Model Show, Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW, 10am to 5pm. Enquiries: Mike Robson on 01484 350612 or microbe100@ntlworld.com

● January 11th

IPMS Bolton presents the 4th Annual Bolton Model Bonanza at Adlington Community Centre, Railway Road, Adlington, Lancs. There will be a competition, trade stands, club displays, make & take, and refreshments will be available. There is also disabled access

and free parking. The theme for this year's show will be the F-4 Phantom, so anyone who has built an F-4 (in any scale), bring it along. Doors open 10am to 4.30 pm, for further details contact Dave Swift on 01204 695375 or e-mail at ipms.bolton@btopenworld.com or visit the club website at www.boltonipms.co.uk

● March 6th

Greater Peterborough Model club presents the 6th annual East of England Model show at the Peterborough Town Hall. 10am to 4 pm. Admission free. All models automatically entered into the competition. Refreshments all day. 12+ traders and approx 18 clubs. All profits to our usual charity. For further details contact David Martin on Tel: 01733 380250 or e-mail: the3martins@btopenworld.com.

● March 6th - 8th

Model Expo 2004 and the Australian Open Plastic and Scale Modelling Championships will be held in the Exhibition Centre Hall 1, Plummer Avenue, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria, Australia. For details write to Model Expo, c/o IPMS Australia Inc., GPO Box 1187, Melbourne Vic 3001 Australia, or telephone Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256 or e-mail IanVale@bigpond.com



● May 29th, 30th and 31st

'Overlord 2004', The 60th D-Day anniversary show. Five Heads Road, Horndean, Nr. Portsmouth as usual. (just off Junct 2 -A3M). Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582, Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 9278 1888. Fax: 023 9278 7588 e-mail: Richard@fv623.demon.co.uk. Forms on the web for exhibitors and traders from mid Sept: <http://www.solentmvt.co.uk>

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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